Tariff Manual

Budapest Airport Budapest Ferenc Liszt International Airport Operator Private Limited Company

Valid: from 1 April 2025

When interpreting this Tariff Manual, the Hungarian version shall prevail.

Budapest Airport Zrt.
1185 Budapest,
BUD International Airport

Approved:

Dr. Lőwinger Máté

Digitálisan aláírta: Dr. Lőwinger Máté
Dátum: 2025.01.22 16:27:23 +01'00'

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Abbreviations

Civil Code	Act V of 2013 on the Civil Code
Aviation Act	Act XCVII of 1995 on aviation
AIP	Aeronautical Information Publication
ICAO	International Civil Aviation Organization
IATA	International Air Transport Association
ACI	Airports Council International
CAA	Civil aviation authority [the organization designated as per section (1) of article 9 of government decree 382/2016. (XII. 2.)]
ATM	Air traffic movement
CUTE	Common-use terminal equipment
EUR	Euro
HUF	Forint
MTOW	Maximum takeoff weight
Kg	Kilogram
GAT	General Aviation Terminal
EPNdB	Effective perceived noise in decibel
NOTAM	Notice to airmen
ASQ	Airport service quality
HICP	Harmonized index of consumer prices
PSC	Passenger service charge
PRM	Persons with reduced mobility (as per regulation 1107/2006/EC of the Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air)

Definitions

Aircraft in emergency: An aircraft that initiates landing for a cause that is declared an emergency situation by the flying crew and forces the aircraft to conduct an emergency landing, but the flight's planned destination is not Budapest.

Aircraft operator: In the case of scheduled and charter flights, the airline that operates an aircraft under the airline's ICAO or IATA code and its airline code is not indicated as code-share partner. In the case of general aviation, the legal entity or individual who/which according to section 12 of the Aviation Act is included in the register of the aviation authority, or in the case of a foreign aircraft, an operator included in the register of the foreign aviation authority.

Aircraft owner: According to section 12 of the Aviation Act, an aircraft owner is a person included in the register of the aviation authority as owner, or in the case of a foreign aircraft a person included in the register of the foreign aviation authority as owner.

Aircraft: Any mechanism, the staying of which in the air originates from an interaction with the air different from the effect of the forces of the air on the surface of the earth.

Airline designator: the unique 3-character ICAO code or the 2-character IATA code serving the purpose of international identification of the airline.

Airport Operator: Budapest Airport Zrt., a business entity, the duty of which – together with other activities – is to administer and manage the infrastructure of the airport as well as to coordinate and control the activities of the different persons at the airport in accordance with the statutory instruments and the assets management contract concluded with KVI (Treasury Property Directorate).

Airport system: A group of airports which are located in the immediate vicinity or catchment area of the same town. The list of these airports and towns are attached hereto under point 3.1.1.3.

Airport user: A natural person or a legal person carrying passengers, postal consignments and/or goods to or from the given airport via air.

Airport: Budapest Ferenc Liszt International Airport (BUD).

Annual operation: Operation on a particular route for one year (two consecutive schedule periods) actually operating at least one flight a week.

Code C-, D- or E aircraft: aircraft categories according to the ICAO Aerodrome Reference Code.

Chartered flights: Occasional and periodical flights which fly to and from the Airport not regularly and which are not included in the schedule approved by the aviation authority.

Code-share airline: An airline which flies a particular route by a code-share flight, and it is not the operating carrier.

Code-share flights: A flight used by two or more airlines according to the operating or commercial contract, but the actual flight is operated by one of these airlines by means of its own aircraft.

Dedicated cargo aircraft: Any aircraft that carries goods and postal consignments and is not a passenger aircraft.

Flight designator: A series of characters consisting of the airline designator and the flight number, unambiguously defining the route and its direction.

Flight number: IATA standard; minimum three digits (e.g.: 009/520; maximum four digits + one letter (e.g. 7441A).

Flight frequency: The total number of scheduled flights on a route in a specific period of time (month, week).

Frequency / Weekly frequency: an average value defined as the ratio of the total number of scheduled flights in a specific time period (year, month, schedule period) and the number of weeks in the same period.

General aviation flight: A flight that does not operate as a scheduled or chartered flight and is not typically engaged in commercial activity.

List of service charges: The document comprising the services provided by Budapest Airport Zrt. which may be requested/used by anyone – with the exception of services under the scope of this Tariff Manual as well as the lease of assets managed by Budapest Airport Zrt. (including public-road car parks) – and their fees/charges.

The effective version may be accessed at and downloaded from https://www.bud.hu/en/tariff_manual at all times.

Long-haul flights: Flights lasting at least four and a half hours.

Low-cost carrier: An air carrier that has a relatively low cost structure in comparison with other comparable carriers and offers low fares and rates. Such an airline may be independent, the division or subsidiary of a major network airline or, in some instances, the ex-charter arm of an airline group.

Maximum Takeoff Weight (MTOW): The maximum structural takeoff weight of an aircraft on the basis of the certificate of the aircraft's suitability for flying.

New destination / new seasonal destination: All cities or airport systems to which no flights were operated by any airline from the Airport during the schedule period preceding the starting date (in the case of a new seasonal destination, during the same schedule period, either summer or winter, preceding the starting date). If there is more than one airport in a city, the incentive can only be used if the given airport is not part of the airport system of the city. The list of cities qualifying as airport systems is included in section 3.1.1.3.

Passenger aircraft: A flight that carries persons who are included on the Passenger Name List and do not belong to the crew of the aircraft.

Practice and training flights: A flight, the purpose of which is training activity, and not transport or carriage.

Price Cap: The Price Cap is determined as the net sales revenues of Budapest Airport Zrt. per passenger (excluding value added tax) which the airport operator can realize from the whole of the Regulated Activities in a given year. The specification of the Price Cap's calculation and the value of the Price Cap valid in each year of the five-year charge calculation period are included in Annex 2.

Regulated Activities: The activities relating to airport operation and to aircraft and passenger services listed in Annex 1.

Rescue flight: A flight necessary because it carries seriously ill or seriously wounded persons, who have already received medical treatment or first aid, from one hospital to another.

Scheduled flights: Flights flying regularly to and from the Airport and included in the schedule approved by the CAA.

Searching flight: A flight which is aimed at saving someone's life or protecting someone's health.

Seasonal flight: Flights that are operated in one given schedule period only, or repeatedly during consecutive summer or winter schedule periods.

Standard gate (boarding gate providing a standard level of service): Boarding gates used for boarding by air jetty or busing.

State aircraft: The aircraft serving the purposes of the defense, customs, police and border guard authorities.

Technical test flight: A flight, the aim of which is to obtain the certificate of an aircraft's suitability for flying or the certificate of the suitability of certain appliances.

Transfer passenger: A passenger who changes flights without leaving the transit area of the airport, who arrives at the airport by a different flight to the one he leaves on. A passenger qualifies as transfer passenger if he/she leaves on the same flight but changes aircraft at Budapest.

Transit passenger: A passenger who continues his journey by the aircraft of the same flight number and registration number as the one he arrived on.

Year of operation: The period commencing from the starting date of the flight and lasting for 365 days.

Year-round flight: The operation of at least 1 regular flight per week during the year of operation, for at least 50 weeks.

1. General Provisions

1.1. The legal background to the Tariff Manual

Decree no. 61/2011 (XI. 25.) of the Minister of National Development on the principles and methods of determining the charges payable for the use of the commercial airport by aircraft (hereinafter: **Decree**), issued on the basis of government decree no. 532/2017. (XII.29.) on the supplementary procedural rules of the aviation authority (hereinafter: **Government Decree**), issued on the basis of the authorization in subsection k) of section (3) of article 73 of the Aviation Act as well as the authorization in subsection z) section (1) of article 74 of the Aviation Act) provides for the charges payable by those using the Airport and intended to be applied by Budapest Airport Zrt. (hereinafter: **Charges**).

The scope of the Decree applies to airports serving more than 250 thousand passengers a year, as well as to the revenues originating from Regulated Activities. The list of Regulated Activities is included in **Annex I**.

In accordance with the Decree, an upper limit (**Price Cap**) shall apply to the revenues of Budapest Airport Zrt. originating from the Regulated Activities. The trends of the Price Cap shall have a direct effect on the current Charges.

The detailed specification of the calculation of the Price Cap and the value of the Price Cap valid in each year of the five-year charge calculation period are included in **Annex II**.

1.2. Determination and collection of the Charges

1.2.1 Determination of the Charges

Based on the authorization of the Aviation Act, Budapest Airport Zrt. shall determine and collect the Charges, and the aviation authority cannot directly influence the rate or the inner structure of the charges adopted by the airport operator for the Regulated Activities. Budapest Airport Zrt. can freely establish the different rates of charges, provided that the regulated revenue per passenger remains below the Price Cap in effect, with the exceptions laid down in the Decree.

1.2.2 Consultation process

An essential element of the determination of charges is the consultation carried out with the users of the Airport, the procedure/schedule of which is included in **Annex III**.

1.2.3 Collection of the Charges

When using the Airport, the charges determined in the Tariff Manual and issued in the AIP (calculated in EUR) shall be paid in EUR.

It shall be the duty of the operator of the aircraft, the operator's agent or any other entity involved in handling the aircraft to pay the Charges for the use of the Airport, and in the case of a general aviation flight, it shall be the duty of the operator of the aircraft. If the operator cannot be identified unambiguously, the owner of the aircraft – identified on the basis of the registration number – shall be obliged to pay the Charges.

In the case of so-called "code-share" flights, the operator of the aircraft shall pay the Charges, irrespective of the fact that the flight number of another airline is also linked with the given aircraft.

The Charges due shall be paid in advance. Prepayment shall take place on the basis of calculation. The operator/owner of the aircraft shall request the calculation from Budapest Airport Zrt. in an application for pre-calculation mailed to prepayment@bud.hu. This can be found in **Annex IV.** The following data shall be submitted to Budapest Airport Zrt. for the purpose of prepayment:

- The aircraft type and subtype,
- Flight number,
- Registration number,
- Time of arrival and departure,
- MTOW,
- The noise certificate of the aircraft,
- Seating capacity.

In the case of aircraft arriving for maintenance, during the pre-calculation, Budapest Airport Zrt. is entitled to charge half of the parking fee for the period of time expected to be spent at the airport.

Based on the above data, Budapest Airport Zrt. shall prepare the pre-calculation and send it to the airline within 2 (two) working days of the receipt of the request. In the case of prepayment, the calculated amount must be transferred to the bank account of Budapest Airport Zrt. not later than the 3rd (third) working day preceding the date of the arrival of the flight. When requesting prepayment all abovementioned deadlines shall be considered. If the prepayment does not arrive at Budapest Airport Zrt.'s bank account in time, Budapest Airport Zrt. (or its contracted partner) shall be entitled to demand the payment of the Charges on the spot either in cash or by bank card. In case of cash or credit card payment, Budapest Airport Zrt. collects a one-off fee of €40 (administration fee) on top of the published airport charges. The administration fee shall be paid along with the airport charges.

In the case of airlines operating flights to and from the airport continuously, the Charges due shall be paid in advance bi-weekly to Budapest Airport Zrt. after the flights between the 1st day and 15th day, and the flights between the 16th day and the last day of the month. The amount calculated for the two-week period must arrive at the bank account of Budapest Airport Zrt. until the 3rd (third) working day before the arrival of the first flight in the given period.

Budapest Airport Zrt. is entitled to request a monthly advance on the Parking charges to be incurred pursuant to section 2.1.2 from the operators / owners of aircraft present at the airport for more than 1 (one) month continuously. This advance must be transferred to the bank account of Budapest Airport Zrt. not later than the 3rd (third) working day preceding the commenced month of parking. Budapest Airport Zrt. shall issue a final invoice for the Parking charge subsequently, on a monthly basis, and if any Parking charge is payable, it shall be due by the 8th (eighth) day following the date of issue of the invoice.

Budapest Airport Zrt. forwards the invoices to aircraft operators/owners in an authenticated electronic form, as an electronic invoice furnished with all legal requirements, to the email address(es) specified by the aircraft operator/owner to Budapest Airport Zrt. in the pre-calculation request or in some other written form.

If the operator/owner of the aircraft issues a written declaration refusing to accept electronic invoices, then Budapest Airport Zrt. reserves the right to charge the invoicing fee specified in the List of Service Charges for each paper-based invoice.

Until the Charges due are paid to Budapest Airport Zrt. and to its subsidiaries, the airport operator shall be entitled to block take-off without prejudice to the safety of aviation. If the airport operator blocks take-off because of non-payment, the operator/owner of the aircraft having failed to pay may not claim damages from Budapest Airport Zrt. If the operator/owner of an aircraft cannot comply with its cash/bankcard payment obligation, the airport operator shall be entitled to charge six times the amount of the one-off administration fee of €40.

Except for claims acknowledged by Budapest Airport Zrt. or based on a final and valid court resolution, the operator of the aircraft is not entitled to offset any kind of actual or presumed claim, on any grounds against the Charges payable under the Tariff Manual.

It is possible to deviate from the above terms of payment on the basis of the provisions of a bilateral agreement (payment agreement) concluded with Budapest Airport Zrt. A payment agreement may only be concluded in the case of scheduled flights or regular charter flights. The conclusion of such a payment agreement may be initiated by Budapest Airport Zrt. or by the airline. Budapest Airport Zrt. shall decide on the conclusion of a payment agreement within its own competence.

1.2.4 Delayed payment

In case the airport operator accepts the issuance of electronic invoices, it consents simultaneously that Budapest Airport Zrt. shall send the balance and reminder letters related to the airport operator's payment obligations arising from the contractual relationship established upon this Tariff Manual in electronic form (e-mail) to the aircraft operator/owner, to the e-mail address provided by the aircraft operator/owner for sending the electronic invoice or indicated in the aircraft operator/owner's current certificate of incorporation for contacts. A balance or reminder letter mentioned herein shall be deemed delivered when the electronic letter (e-mail) containing it is indicated as sent by Budapest Airport Zrt.'s e-mail system.

If the invoices issued for the airport charges are not settled on time, Budapest Airport Zrt. shall be entitled to charge default interest, the rate of which shall be determined in accordance with the provisions of the Hungarian Civil Code (the base rate determined by the Central Bank of Hungary in effect on the first day of the calendar half-year affected by the default, or in the case of a foreign currency debt the base rate determined by the central bank which issued the affected currency or in the absence of it the relevant rate in the money market, increased by an additional 8 percentage points).

Pursuant to the provisions of the Civil Code, in the event of late payment Budapest Airport Zrt. shall be entitled to satisfy – out of the paid amount – the costs in the first place, after that the default interest, and finally the principal. On the remaining amount, further default interest will be charged.

1.2.5 Complaint management

If the airport user does not accept the invoice issued by Budapest Airport Zrt. concerning the passenger service charge or the security fee, the airport user shall submit the following documents as attachments to the complaint:

1. In case of discrepancies in total passenger number: the load message or load sheet of the flight concerned;

2. In case of discrepancies in the share of departing/transit passengers within the total passenger number: passenger list of the flight concerned.

In the absence of the above documents Budapest Airport Zrt. will refuse any complaint without having regard to any other circumstances.

The evaluation of complaints concerning Landing charges stipulated in section 2.1.1 shall be governed by the provisions of section 1.4 of this chapter.

1.2.6 Governing law

All matters in dispute concerning the legal ground, payment and collection of the Charges shall be governed by the laws of Hungary.

1.3. The calculation of the weight of the aircraft

In the case of charges where the weight of the aircraft is a determining factor,

- Primarily the data indicated in the noise certificate of the aircraft,
- And in the absence of the aircraft operator's verification of the data specified in point a), the weight data pertaining to the given aircraft type indicated on the EASA Environmental Portal or in the LOOP commercial database (available at loopdata.app) (whichever is more current) shall be applied.

1.4. The submission of data concerning the aircraft fleet

Airport users operating flights must submit the data (registration number, aircraft type-model, maximum take-off weight, noise emission data, number of seats) of the aircraft they intend to operate at the Airport. Data shall be submitted to the Airport Operations Control Center at:

Email: airport.ops@bud.hu; fleetdata@bud.hu

A list already submitted can be updated anytime, under the condition that Budapest Airport Zrt. shall apply the data submitted as of the 4th day following the date of receipt of the notification. Until notification to the contrary is received, Budapest Airport Zrt. shall take into consideration the last submitted data.

Budapest Airport Zrt. shall not be liable for damages arising from a failure to submit data, from the missing of the deadline for data submission, or from the submission of incorrect data; and the airport user cannot claim compensation for its damages arising from those from Budapest Airport Zrt.

1.5. Quality compliance

The detailed description of quality compliance of Budapest Airport Zrt. relating to the Charges collected for Regulated Activities and the system of requirements thereof are included in **Annexes V-VIII.**

1.6. Other

The Decree provides for the mandatory content elements of the Tariff Manual, which shall not necessarily be directly connected to the Charges determined by Budapest Airport Zrt. For the sake of compliance, Budapest Airport Zrt. discloses this information **in Annexes IX-XIV.**

All ways or modes of the usage of airport infrastructure as described in this Tariff Manual shall always be subject to and superseded by the Aerodrome Manual, as it is amended from time to time, or by any kind of safety or security measures introduced by the authorities.

2. Airport charges

2.1. Passenger aircraft

2.1.1. Landing charge

The Landing charge as per this section 2.1.1, is determined by Budapest Airport Zrt. taking into consideration the maximum take-off weight of the aircraft. The airport user – in the absence of exemption – shall be obliged to pay the charge.

a) Calculation of the Landing charge

The airport user can decide to pay the Passenger Service Charge Inclusive or the Passenger Service Charge Non-Inclusive options as per section 2.1.4. b), with prior notice to Budapest Airport Zrt., latest by the day on which the new schedule period starts. The Landing charge paid by the airport user depends on the chosen Passenger Service Charge option.

The charge for the use of the runways and/or taxiways of the airport shall be paid together with the charge for lighting for every aircraft, taking the maximum take-off weight into consideration. The Landing charge shall be paid if the aircraft touches down, including touch-and-go operations.

The airport user shall pay a standard charge for every aircraft not exceeding a maximum take-off weight of 10 000 kg. If the maximum take-off weight of the aircraft exceeds 10 000 kg, then the airport user shall pay the Landing charge stipulated in this section according to the category the given aircraft falls into on the basis of its maximum take-off weight.

	Passenger Service Charge Inclusive		Passenger Service Charge Non-Inclusive and in case of GAT Terminal	
Weight of the aircraft (kg)	**EUR (per aircraft)**	**EUR/1000 kg started**	**EUR (per aircraft)**	**EUR/1000 kg started**
Up to 10 000	147.50	-	156.48	-
10 001 - 45 000	-	14.02	-	14.88
45 001 - 150 000	-	11.89	-	12.63
150 001 -	-	9.53	-	10.11

a) Reductions and exemptions

Reductions granted from the Landing charge are calculated, in each case, from the Landing charge that belongs to the Inclusive Passenger Service Charge as per section 2.1.1.

From the Landing charge calculated as per section 2.1.1, a reduction of 75% is granted to flights performed in relation with the issuing of airworthiness certificates/records as well as flights performed for the purpose of checking on-board instruments and test flights.

From the Landing charge calculated as per section 2.1.1, a reduction of 50% is granted to training flights.

Based on sections (5) and (6) of article 41 of the Aviation Act, the following flights shall be exempted from the obligation to pay the Landing charge calculated on the basis of section 2.1.1:

- Aircraft performing life-saving operations;
- Aircraft performing law enforcement duties;
- Aircraft performing disaster relief;
- State aircraft performing non-commercial operations;
- Unmanned state aircraft;
- Aircraft in an emergency.

2.1.2. Parking charge

All users of the airport shall be obliged to pay a parking charge irrespective of whether they use a contact stand, a remote stand or any other area which is not rented exclusively.

2.1.2.1. At a stand without a passenger boarding bridge (remote position or area not rented exclusively)

a) **During the day (between 06:00 and 22:00):**

The following parking charges shall be paid for the first 45 minutes and thereafter, charges will be based on a per-minute rate for every 1000 kg of the maximum take-off weight of the aircraft.

Every 1000 kg started shall be regarded as a whole.

The first 45 minutes:	**EUR 0.20/1000 kg**
Every further minute:	**EUR 0.01/1000 kg**

Discounts:

Irrespective of whether it takes place on several stands, parking for a period not exceeding 30 minutes shall be free of charge. In the case of parking for more than 30 minutes, the operator of the flight shall not be entitled to receive any discounts; therefore, parking charges must be paid in full. In such cases, the basis for calculating the parking charge shall be the time of the aircraft's occupying the stand.

b) **At night (between 22:00 and 06:00): free of charge**

2.1.2.2. At a stand with a passenger bridge (together with 400 Hz service):

If it becomes necessary to park a type of aircraft to which it is not possible to connect a passenger bridge on a stand with a passenger bridge (e.g. due to the full occupancy of remote stands), the parking charge for stands without a passenger bridge shall apply.

a) **During the day (between 06:00 and 22:00)**, irrespective of the maximum take-off weight of the aircraft:

The first 60 minutes:	**EUR 77.37**
Every further 15-minute period or less:	**EUR 47.70**

(Every period started shall be regarded as a whole period of 60 or 15 minutes, respectively.)

b) **At night (between 22:00 and 06:00):**

Staying at the passenger bridge for more than 3 hours at night shall be regarded as night parking, the charge for which shall be determined as follows (a period of more than 3 hours shall be regarded as a full night):

Nighttime parking charge: **EUR 111.03 / night**.

Based on sections (5) and (6) of article 41 of the Aviation Act, the following flights shall be exempted from the obligation to pay the Parking charge calculated on the basis of section 2.1.2.:

- Aircraft performing life-saving operations;
- Aircraft performing law enforcement duties;
- Aircraft performing disaster relief;
- State aircraft performing non-commercial operations;
- Unmanned state aircraft;
- Aircraft in an emergency.

2.1.2.3. Long-term parking:

Long-term parking is the storage of aircraft which do not participate in any operations for at least 30 (thirty) consecutive days, undertaken in an area not rented exclusively. In this case, Budapest Airport Zrt. may provide a discount of up to 50% from the fee specified in section 2.1.2.1, based on the number of aircraft stored by the airline and the length of the period of storage, as defined precisely by the parties in writing.

2.1.3. "Deep sleep operation" charge

With the "deep sleep operation" charge, Budapest Airport Zrt. encourages airport users, who operate flights in the period of deep sleep, to avoid, as much as possible, the most densely populated residential areas around the Airport in the period between 00:00 and 05:00 LT (the period of deep sleep).

2.1.3.1. Calculation of the 'deep sleep operation' charge:

$$M = A * P * K * (1 - \text{discount}\%)$$

where,

„A" is the basic charge

A = 1,950 EUR / operation [movement]

„P" is the runway direction

	13L	13R	31L	31R
Take-off	100%	100%	200%	200%
Landing	200%	200%	100%	100%

„K" is the category multiplier

"discount%" is based on the length of the delay when compared to the scheduled time:

- Delay of less than 30 minutes: 75% discount
- Delay between 30 and 45 minutes: 50% discount
- Delay between 45 and 60 minutes: 25% discount
- Delay beyond 60 minutes: No discount

The amount of the 'deep sleep operation' charge is proportionate with noise emission, thus, the principle of power-proportionate emission/compliance is observed by establishing six categories of aircraft. Aircraft belong to any of the following categories based on the noise level indicated in their noise certificates:

In the case of take-off, based on the noise level of flyover indicated in the noise certificate, and in the case of landing, based on the arithmetic average of noise values indicated for the approach and lateral reference points in the noise certificate:

Category I EPNdB	Category II EPNdB	Category III EPNdB	Category IV EPNdB	Category V EPNdB	Category VI EPNdB
L ≤ 85	**85 < L ≤ 90**	**90 < L ≤ 95**	**95 < L ≤ 100**	**100 < L ≤ 105**	**105 < L**

Based on the categorization above, the value of 'K' shall be as follows:

Category I	Category II	Category III	Category IV	Category V	Category VI
70%	**80%**	**90%**	**100%**	**110%**	**120%**

If, with the permission of the aviation authority, the Airport is used by aircraft non-compliant with the requirements stipulated in chapters 3, 4, 5, 6, 7, 8, 10, 11, 13, 14 of part II of volume I of annex 16 (on environmental protection) of the Chicago Convention, then the value of 'K' shall be 100%. In case of an aircraft certified as chapter 10 aircraft, when only the "take-off noise" value is provided, this value shall be applied for the other noise categories (lateral/approach/flyover) as a standard for evaluation and compliance purposes.

2.1.3.2. Exemptions from "deep sleep operation" charge

a) The following flights shall be exempted from the obligation to pay the 'deep sleep operation' charge calculated as stipulated in section 2.1.3.1, partly based on sections (5) and (6) of article 41 of the Aviation Act:

   - Aircraft having time of arrival or departure i) confirmed by HungaroControl Zrt. as per the facilitated schedule in the deep sleep period and ii) operated as per the facilitated schedule[1];
   - Aircraft performing life-saving operations;
   - Aircraft performing law enforcement duties;
   - Aircraft performing disaster relief;
   - State aircraft performing non-commercial operations;
   - Unmanned state aircraft;
   - Aircraft in an emergency;
   - Flights performed by aircraft of maximum take-off weight of 3000 kg.

b) On the top of the items listed in point a), some further, certain unforeseen circumstances may qualify for an exemption from the "deep sleep operation" charge.

[1] For the avoidance of doubt, the deep sleep charge is applicable in case of delay, as per the preceding paragraph.

On a retrospective basis, the airport user must provide appropriate documentation and evidence to substantiate the cause of the delay (e.g., weather reports, medical certificates, technical reports, government or airline notifications) when requesting an exemption in-written from Budapest Airport Zrt. The airport user must initiate the claim within 14 (fourteen) days following the flight. The investigation period is 6 (six) months from the date of submission, the exemption will be granted or rejected based on objective criteria. If the exemption is granted, then the given charge amount is credited to the airport user in the subsequent invoices issued by Budapest Airport Zrt. Until the investigation is not concluded, the airline cannot withhold any payment regarding the deep sleep charge.

Reasons for exemption from the "deep sleep operation" charge:

(i) **Unforeseen serious weather conditions** at the origin airport or during the flight causing longer delay than 20% of scheduled flight time (storm with lightning, hurricane, etc.). The exemption is applicable only if the flight was ready for departure at the origin airport (boarding completed in time) prior to the scheduled departure time. The airport user must prove that the situation was unavoidable and that all reasonable measures were taken to minimize disruption.

Weather Conditions that do not qualify as exemption:

- A previous flight is delayed due to weather, causing a knock-on delay for the flight, but the delay in question is no longer weather-related,
- Weather conditions disrupts earlier flights, but long after the weather clears, the flight is still delayed due to disorganized crew rotations or aircraft repositioning,
- If other airport users successfully operate in the same weather conditions from the same origin airport, the delay may be attributed to the airport user's policies or limitations, not solely the weather.

(ii) **Medical emergency** on board after take-off that necessitates diverting the flight to an alternate airport or causes a delay in the arrival time. This includes situations where the flight is rerouted to the nearest airport to provide medical assistance to a passenger.

(iii) **Natural factors/disasters:** fire, earthquake, landslide, volcanic eruption, volcanic ash cloud, tsunami, flooding, pandemic at the origin airport or en route to the destination airport.

(iv) **Delays caused by geopolitical situation:** acts or threats of terrorism, operating in war zones, longer routes due to avoiding war zones (unless this geopolitical situation was already known when creating the schedule although not taken into account).

(v) **Unexpected Strike:** a delay caused by an unannounced / unexpected strike by air traffic controllers, passenger security personnel, boarder police or ground handling staff at the origin airport, resulting in a delay exceeding min. 20% of the scheduled flight time. Strikes by airport user's staff do not qualify for an exemption.

2.1.4. Passenger service charge

Budapest Airport Zrt. collects the following passenger service charges from the airport users per passenger, with the exception of

- Infants under the age of 2
- Transit passengers.

a) **At the General Aviation Terminal (GAT): EUR 43.60 / departing passenger**

In addition to the Passenger service charge defined in this section 2.1.4, service providers providing convenience services including the GAT VIP (business) lounge, car park and other available extra services (hereinafter collectively: GAT Services) may collect a separate charge for the use of GAT Services. If the use of the GAT is not possible without the use of the convenience GAT Services and the passenger does not wish to use these, then as an alternative Budapest Airport Zrt. – after identification of the passenger at Terminal 2A – ensures access for the passenger to the Airport via the designated entry point in the GAT for the Passenger service charge specified in this section 2.1.4 a).

b) **At Terminals 2A and 2B:**

	Passenger Service Charge Inclusive	Passenger Service Charge Non-Inclusive
Departing passenger	30.88	29.40
Departing transfer passenger	7.66	7.66

The discount rate for transfer passengers (**EUR 7.66**) shall apply to all transfer passengers of the eligible airline in the given month.

The charge for passenger services includes the CUTE charge and the PRM cost elements.

The PRM charge is EUR 0.22 / departing passenger.

2.1.5. Security Charge

Budapest Airport Zrt. will collect the following Security Charge from the airport users for every departing/transferring passenger, with the exception of

- Infants under the age of 2
- Transit passengers.

At the General Aviation terminal (GAT): **EUR 5.81 / departing passenger**

At Terminals 2A and 2B: **EUR 5.81 / departing passenger**

At Terminals 2A and 2B: **EUR 5.81 / transfer passenger**

For a 3-year period between 1 April 2025 and 31 March 2028, Budapest Airport Zrt. introduces a *Security Surcharge* for every departing passenger, with the same conditions as the *Security Charge*. The *Security Charge* indicated above already comprises this surcharge element of EUR 0.30 for the period between 1 April 2025 and 31 March 2026 (and will comprise EUR 0.70 for the period between 1 April 2026 and 31 March 2027, and EUR 1.00 for the period between 1 April 2027 and 31 March 2028), which surcharge element will only be applicable for the indicated 3-year period.

2.1.6. Charge for the baggage handling system

Budapest Airport Zrt. will collect a baggage handling system charge from airport users for the use of the T2 baggage handling system, comprising a fixed fee per departing flight and a variable fee per piece of checked baggage:

Fixed fee:	**EUR 34.15 / departing flight**
Variable fee:	**EUR 0.95 / checked-in baggage**

The charge is not applicable if the flight does not transport any arriving or departing baggage. In the case of flights only transporting arriving passengers, the fixed fee is charged only. The baggage handling system fee is not charged separately in the case of Airport users who pay it to Budapest Airport Zrt. as part of the Passenger Service Charge Inclusive, in accordance with section 2.1.4.

2.1.7. Charge for check-in desks

On the basis of decree no. 7/2002 (I. 28.) of the Minister of Transport and Water Management, Budapest Airport Zrt. provides for the conditions and the charges for the use of check-in desks in the Aerodrome Manual.

2.2. Dedicated cargo flights

2.2.1. Landing charge

The Landing charge as per this section 2.2.1 is determined by Budapest Airport Zrt. in the form of two separate charges, taking two factors into consideration (maximum take-off weight, noise emission). The airport user shall be obliged to pay the charge.

Calculation of the Landing charge

The charge for the use of the airport runways and/or taxiways shall be paid together with the charge for lighting for every aircraft, taking the maximum take-off weight into consideration. A Landing charge based on the weight component in line with this section 2.2.1 shall be paid if the aircraft touches down, including touch-and-go operations.

The airport user shall pay a standard charge for every aircraft not exceeding a maximum take-off weight of 10 000 kg. If the maximum take-off weight of the aircraft exceeds 10 000 kg, the airport user shall pay the Landing charge stipulated in this section 2.2.1 according to the category of the given aircraft, on the basis of its maximum take-off weight.

Weight of the aircraft (kg)	**EUR (per aircraft)**	**EUR (per every 1000 kg started)**
Up to 10 000	156.48	-
10 001 - 45 000	-	14.88
45 001 – 150 000	-	12.63
150 001 -	-	10.11

2.2.2. Parking charge

All users of the airport shall be obliged to pay a parking charge irrespective of whether they use a contact stand, a remote stand or any other area which is not rented exclusively.

For uninterrupted parking planned to exceed one month, section 2.1.2.3 is applicable.

At a stand without a passenger bridge (remote position or area not rented exclusively):

a) **During daytime (between 06:00 and 22:00):**

The following parking charges shall be paid for every 60 minutes started for every 1000 kg maximum take-off weight of the aircraft.

Every 1000 kg commenced shall be regarded as a whole.

Every 60 minutes or less **EUR 0.295/hour/1000 kg**

Discounts:

Irrespective of whether it takes place in several stands, parking for a period not exceeding 3 hours shall be free of charge for dedicated cargo aircraft. In the case of parking for a period exceeding 3 hours, the operator of the flight shall not be entitled to receive any discounts; therefore, parking charges must be paid in full. When determining the parking charge in such cases, the time of the aircraft occupying the stand shall constitute the basis of calculation.

b) **At night (between 22:00 and 06:00): free of charge**

3. Incentive Schemes

3.1. Passenger flights

3.1.1. Route incentive scheme

General terms and conditions for route incentives

- Any incentive is always credited towards the subsequent period after the given year of operation (by incentive period). The incentive is credited to the partner in the invoices issued by Budapest Airport Zrt. during the year following the incentive period.
- Incentives are valid for scheduled departing flights only.

- For any routes incentive, the corresponding schedule period of the previous year will be used as the base for comparison.

- Incentives are only valid for flights departing off-peak. In the case of Code C aircraft, the following periods are regarded as peaks:
  - **Morning departure peak:** 06:00-07:30
  - **Nighttime arrival peak:** 23:00-05:00

- A given airline is eligible for the incentive from the Passenger service charge only if the total number of passengers carried by the airline from the Airport decreased by no more than 15% during the incentive period, compared to the same period of the previous year.

- In the case of Code D and Code E aircraft, peaks shall be determined and approved by Budapest Airport Zrt. on request

- In order to take advantage of incentives, the flight operator must submit a request containing all relevant information at the end of each incentive period, but within one year of the individual years of operation at the latest. Budapest Airport Zrt. shall have no payment obligation from the incentives.

- Any incentive can be provided only via offsetting the sum of the discounts against the overdue debts of the given incentivized airline towards Budapest Airport Zrt. Budapest Airport Zrt. is entitled to offset the sum of discounts accordingly. The incentive is valid and can be utilized latest within 2 (two) calendar years from the end of the incentivized period (year). After this two-year period the utilization of the incentive shall expire and the airline shall lose the rights of its utilization.

- Reductions (discounts) of the Landing charge are always granted from the Landing charge related to the Passenger Service Charge Inclusive option, in line with section 2.1.1. The discount provided for a given period cannot exceed 100% of the invoiced landing fee.

- Reductions (discounts) of the Passenger Service Charge are always granted from the Passenger Service Charge related to the Passenger Service Charge Non-Inclusive option, in line with section 2.1.4. The discount provided for a given period cannot exceed 100% of the invoiced passenger service fee.

- Reductions (discounts) of the Passenger Service Charge are only valid for local departure passengers; transfer passengers are excluded.

3.1.1.1. Incentives for New destinations

a) Incentives for passenger aircraft (except for long haul)

	Year one	Year two	Year three	Year four	Year five
Landing charge	100%	75%	50%	25%	10%

b) For long haul passenger aircraft

	Year one	Year two	Year three	Year four	Year five
Landing charge	100%	100%	75%	50%	25%
PSC	50%				

c) For new winter destinations (except long haul flights)

	Year one
PSC	50%

Terms & conditions:

- The incentive may be requested after the first year of operation, and subsequently for 365-day periods. (For the purposes of this incentive, each affected year separately: *Incentive period*.)

- The airline shall operate to the New destination for at least 365 days or for two schedule periods, with a minimum frequency of two flight per week in case of both short-haul and long-haul flights.

- The incentive is available to the first airline to announce operating the new destination.

- If an airline re-launches service to a destination which was earlier part of the route network, it is only eligible for the incentive if at least two (2) consecutive schedule periods of operation have elapsed since the discontinuation of its flight(s) to the given destination, and no other airline operates flights on the given route.

- In the event that the airline launches more than one flight to the same new destination during the first year of operation, the incentive shall apply to each of these flights.

- The new winter destination incentive may be granted if the airline launches the new short-haul flight during the winter schedule period. In this case the airline is entitled to the PSC discount until the end of this first winter schedule period.

- The discount cannot be combined with the "incentive for route recovery".

- In the case of "code-share" operation, if the "code-share" partners operate their own aircraft, the incentive shall be provided to the partner having started the operation earlier with its own aircraft. In the event that a "code-share" flight is operated by only one company, but in the meantime – prior to the expiry of the

incentive – another partner also launches flights to the same destination, that party shall not be entitled to receive that incentive.

d) New thin route incentive

	1st year	2nd year	3rd year
Passenger service charge	50%	50%	50%

Terms & conditions:

- The incentive is granted annually, first after the year of operation and then after each subsequent period of 365 days (For this specific incentive every concerned year individually: incentive period).
- An airline is eligible for the above discount from passenger service charges for scheduled flights operating to a New destination in the following two cases: if it operated at least 60 but not more than 208 scheduled departing flights on the given route, or if the total departure capacity is at least 11,000 but not more than 40,000 seats during the incentive period.
- The incentive can only be granted for year-round operation.
- For high-frequency (at least an average of 6 (six) weekly flights within a operational year), year-round, long-haul operation, the 50% discount from the Passenger Service Charge is available in Year 2 and Year 3, if the airline commences operation in Year 1 already with at least average 6 (six) weekly flights in the operational year.
- The incentive does not apply if the total number of scheduled flights by all airlines to the given destination or to a destination located within a range of 100 km (distance of the two airports by road) exceeds 208 during the incentive period.
- The discount may only be combined with discounts from landing charges as part of the route incentive scheme (section 3.1.1) and with discounts from passenger service charges granted as part of the operational incentive scheme (section 3.1.2).
- If an airline re-launches service to a destination which was earlier part of the route network, it is only eligible for the incentive if at least two (2) consecutive schedule periods of operation have elapsed since the discontinuation of its flight(s) to the given destination, and no other airline operates flights on the given route.

e) Incentive for route recovery

	Year one	Year two
Landing charge	100%	50%

Terms & conditions:

- Route recovery occurs if an airline commences operation to an airport or airport system to which no other airline operates from the Airport, and operation on the given route was discontinued by another airline in the actual scheduled period or in the previous schedule period.

- The airline must operate to the new destination for at least one year of operation, with a minimum weekly frequency of 2 on average.

- If the given airline embarks on commercial cooperation (code-share, aircraft lease) with another airline previously operating on the same route, the airline shall not be eligible for this incentive.

- The discount cannot be combined with the discounts under section 3.1.1.1 a), b), c) and d) of the Tariff Manual.

f) Incentive for new seasonal flights

	Year one	**Year two**
Landing charge	50%	25%
Passenger service charge	25%	

Terms & conditions:

- The airline must operate to the new destination for at least two schedule periods (of the same season, summer or winter).

- If an airline re-launches service to a destination which was earlier part of the route network, it is only eligible for the incentive if at least two (2) consecutive schedule periods of operation have elapsed since the discontinuation of its flight(s) to the given destination, and no other airline operates flights on the given route.

- The passenger service charge incentive may be granted if the following additional conditions are met:

- The incentive may be requested after the first period of operation (schedule period), and subsequently for 365-day periods. (For the purposes of this incentive, each affected schedule period separately: *Seasonal Incentive Period*.)

- In the Seasonal Incentive Period, the flight must be operated for at least 3 months.

- An airline is eligible for the above discount from passenger service charges for scheduled flights operating to a new destination, if it operated at least 15, and in the case of a short-haul flights not more than 112 flights during the seasonal incentive period on the given route. In the case of long-haul flights the incentive shall be applicable without a ceiling.

3.1.1.2. Incentive for frequency increase

	Year one
Landing charge	100%

Terms & conditions:

- The incentive shall be applicable to the given destination, and the incentive period lasts from the start of the given summer (winter) schedule period until the end of the following winter (summer) schedule period.

- The frequency increase must reach at least 30 additional departing aircraft during the period in question on the given route of the airline.
- The incentive may be granted both for Seasonal and Year-round flights.
- The airline, either a new entrant or an airline already operating on the given route, operates an additional aircraft, which results in both a higher frequency and a capacity increase on the given route and in the case of the given airline.
- The airline did not reduce its total capacity on the given route compared with the same schedule period of the previous year. If there was a reduction, the airline shall not be eligible for the incentive.
- The discount is only applicable to the additional departing flights of the airline representing incremental ATMs, and not for already existing flights.

3.1.1.3. Airport systems

Belgium	Brussels	*Brussels International/Charleroi*
Denmark	Copenhagen	*Kastrup/Roskilde*
Egypt	Cairo	*Cairo International Airport/ Sphinx International Airport*
Germany	Dusseldorf	*Dusseldorf International/Weeze*
	Frankfurt	*Hahn/Main (International)*
	Hamburg	*Fuhlsbuttel/Finkenwerder*
Finland	Helsinki	*Malmi/Vantaa*
France	Lyon	*Bron/ Saint Exupéry*
	Paris	*Beauvais-Tille Airport/Charles de Gaulle/Le Bourget/Orly*
Israel	Eilat	*Ramon*
		Ovda
Italy	Milan	*Bergamo-Orio Al Serio/Linate/Malpensa*
	Rome	*Ciampino/Fiumicino*
	Venice	*Venice/Treviso*
Korea	Seoul	*Incheon Airport/ Gimpo International Airport*

Norway	Oslo	*Gardermoen / Rygge / Torp Sandefjord*
Poland	Warsaw	*Chopin / Modlin*
Russian Federation	Moscow	*Domodedovo/Sheremetyevo/ Vnukovo/Bykovo /Zhukovsky*
Romania	Bucharest	*Aurel Vlaicu / Henri Coanda International*
Spain	Madrid	*Barajas/Torrejon*
	Tenerife	*North Airport/South Airport*
Sweden	Stockholm	*Arlanda/Bromma/Skavsta/Vasteras*
	Goteborg	*Landvetter / City*
United States	Philadelphia	*Philadelphia International / Wings Field Airport/ Northeast Philadelphia / Philadelphia Seaplane Base/ Trenton-Mercer*
	Chicago	*O'Hare /DuPage Airport/Gary-Chicago / Chicago Midway / Chicago Executive Airport/ Rockford*
Canada	Toronto	*Pearson International / Billy Bishop Toronto City / Buttonville Municipal Airport/ Region of Waterloo International Airport/ John C. Munro Hamilton*
China	Shanghai	*Pudong / Hongqiao Capital /Beijing Daxing*
	Beijing	
Ukraine	Kiev	*Zhuliany/ Boryspil*
United Kingdom	Belfast	*Belfast City Airport/Belfast International Airport*
	Bristol	*Bristol/Filton*
	Glasgow	*International/Prestwick Airport*

	London	*Gatwick/Heathrow/Luton International Airport/Stansted/ London City Airport / Southend*
United Arab Emirates	Dubai	*Dubai International / Dubai World Central*
Turkey	Istanbul	*Ataturk/Sabiha Gokcen International Airport /New Istanbul Airport*

3.1.2 System of operational incentives

General conditions for operational incentives

- The airline achieved traffic of at least 50 000 departing passengers in total, excluding transfer and transit passengers as well as infants under the age of 2, during the calendar year of using the incentive.
- The Turnaround time efficiency incentive, Load factor incentive and Volume incentive is calculated based on rolling 12-month performance figures.
- When the discounts are determined, the conditions specified in the Tariff Manual in force in the given month shall be applied.
- Budapest Airport Zrt. is entitled to offset the sum of the discount against the overdue debts of the given airline towards Budapest Airport Zrt.
- Operational incentives may be combined with each other and with route incentives.
- The total amount of the operational incentives under sections 3.1.2.1, 3.1.2.2 and 3.1.2.3 may not exceed 13.00 EUR/departing passenger.
- In the application of the incentive and the calculation of the passenger numbers, only scheduled flights operating under the same airline code (IATA/ICAO code) may be taken into account. The incentive does not apply to increases in passenger traffic achieved during the previous schedule period by means of mergers and acquisitions of airlines operating to the Airport. Passenger numbers achieved by means of code-share or non-scheduled flights cannot be taken into account for the incentive.
- Operational incentives – with the exception of the Volume and the Off-Peak Growth Incentive, as per section 3.1.2.1 and 3.1.2.4 - are always granted from the Passenger Service Charge related to the Passenger Service Charge Non-Inclusive option, in line with section 2.1.4. The discount provided for a given period cannot exceed 100% of the invoiced passenger service fee.

3.1.2.1. Volume Incentive

Departing passengers	Discount per departing pax
0-749,999	**0.00 EUR**
750,000-999,999	**1.00 EUR**

1,000,000-1,499,999	**2.00 EUR**
1,500,000-1,999,999	**3.00 EUR**
2,000,000-2,499,999	**4.00 EUR**
2,500,000-2,999,999	**5.00 EUR**
Over 3,000,000	**6.00 EUR**

Conditions:

- Budapest Airport Zrt. provides this incentive to airlines from the Passenger Service Charge specified in section 2.1.4 of this Tariff Manual, as chosen and paid by the given airline.

- The amount of the incentive is dependent on the total departing passenger number of the airline during the given month and the 11 preceding months, calculated without transit passengers and infants under the age of 2.

- The incentive is not to be interpreted as involving more than one band at a time. If the airline achieves a certain band during the incentive period, the discount applicable for the given band applies to all departing passengers during the given incentive period.

- In the case of launching new operations, after the first 12 months the incentive for the total departing passenger traffic is accounted for in one sum, in such a way that any discounts already credited to the airline during the year are subtracted.

- If the airline discontinues operations with respect to the Airport, it is not entitled to the incentive thereafter.

- Budapest Airport Zrt. is entitled to offset the sum of the discount against the overdue debts of the given airline towards Budapest Airport Zrt.

3.1.2.2. Load factor incentive

Load factor indicator	**Discount**
85.0% - 86.99%	10%
87.0% - 88.99%	15%
89.0% - 100.0%	20%

Conditions:

- The amount of the incentive is dependent on the load factor indicator calculated as the quotient of the total departing passenger number of the airline calculated without transit passengers and infants under the age of 2 during the given month and the 11 preceding month and the total capacity of departing aircraft in one calendar year.

- The load factor incentive is credited to airlines if the total annual passenger volume in the respective calendar year in absolute terms exceeds the previous calendar year's total annual passenger volume of the airline.

- As operational incentives, including the load factor incentive, are credited on a 12-month rolling basis, Budapest Airport Zrt. reserves the right to deduct the previously credited amount of the load factor incentive in the respective year from upcoming invoices of other operational incentives in the following year if the airline does not comply with the condition defined in point ii) of the above paragraph.

- The incentive is not to be interpreted as involving more than one band at a time. The extent of the incentive shall be the discount which belongs to the band achieved by the airline in the incentive period.

- The airline is obliged to send to Budapest Airport Zrt., by registration mark, the number of physical seats for all aircraft operating to the Airport, for each schedule period in advance. In the absence of this, Budapest Airport Zrt. shall calculate the load factor indicator with the highest capacity of the given aircraft type.

- In the case of launching new operations, after the first 12 months the incentive for the total load factor indicator is accounted for in one sum, in such a way that any discounts already credited to the airline during the year are subtracted.

3.1.2.3. Turnaround time efficiency incentive

Turnaround time efficiency indicator	**Discount**
3.4	10%
3.6	12%
3.8	14%
Over 4.0	16%

Conditions:

- The amount of the incentive is dependent on the turnaround time efficiency indicator calculated as the quotient of the departing passenger number of the airline, calculated without transit passengers and infants under the age of 2, during the calendar year and the median parking time during the calendar year.

- The incentive is not to be interpreted as involving more than one band at a time. The extent of the incentive shall be the discount which belongs to the band achieved by the airline in the incentive period.

- In the case of aircraft staying at the Airport overnight, the median daytime turnaround time for the entire operation of the given airline must be taken as the basis (e.g. 150 passengers / 45 minutes = 3.33).

- In the case of launching new operations, after the first 12 months the incentive for the total turnaround time efficiency indicator is accounted for in one sum, in such a way that any discounts already credited to the airline during the year are subtracted.

3.1.2.4. Off-Peak Growth Incentive

	Off-peak Growth Incentive matrix		
Base part: Previous year, annual off-peak passenger traffic share (starting with 2024 as reference)	From	To	Discount per off-peak departing passengers (EUR)
Tier 1	40%	59.99%	0.50
Tier 2	60%	79.99%	1.50
Tier 3	80%	*(89.99%)*	3.50
Tier 4 [from 2026]	*90%*		*4.50*
Incremental part: Annual off-peak share of incremental passengers (considering 2025 to start with)	From	To	Discount per off-peak incremental departing passengers (EUR)
Tier 1	75%	84.99%	15.00
Tier 2	85%		20.00

Conditions:

- The Off-Peak Growth Incentive is valid for the period between 2025 and 2027. The evaluation base is the calendar year, retroactively applicable from 1 January 2025.
- The airline must reach eligibility for at least two other Operational incentives in the given calendar year and operate at least three routes during the given calendar year to be eligible for Off-Peak Growth Incentive.
- The two parts of Off-Peak Growth Incentives are calculated independently; however, they may be claimed simultaneously, provided that the eligibility requirements for both are met.
- The airline must exceed either the final number of total passengers or frequencies (total ATMs) in the given calendar year compared to the previous calendar year.
- In the calendar year, the total number of passengers departing and arriving during peak periods must exceed the total number of passengers in peak periods in the previous calendar year.
- Off peak shares are calculated as total off-peak passengers divided by total (arriving and departing) passengers. For this incentive, only departing passengers from 6:00 a.m. until 7:30 a.m. and arriving passengers from 11:00 p.m. until 5:00 a.m. are considered as peak passengers. All other passengers are considered as off-peak passengers.

3.1.2.5. Environmental Incentive

- Budapest Airport Zrt. grants a 100% discount on landing charges for the use of full electric power / CO_2 neutral aircraft under regular passenger air traffic operation and research and development test flights.

- Operational requirements and conditions must be coordinated in advance with Budapest Airport Zrt.

3.2. Dedicated cargo flights

General terms and conditions for route incentives for dedicated cargo flights

- Any incentive is always credited towards the subsequent period after the given year of operation (by incentive period). The incentive is credited to the partner in the invoices issued by Budapest Airport Zrt. during the year following the incentive period.

- During the determination of the incentives, the incentive scheme in the Tariff Manual valid at the time of the departure of the first flight qualifying for the incentive shall be applied. The Tariff Manual valid at any given time does not affect the validity of the incentives published during previous years, and the incentive systems of Tariff Manuals valid at different times cannot be combined.

- Incentives are valid for all new cargo flights.

- In order to take advantage of incentives, the flight operator must submit a request containing all relevant information at the end of each incentive period, but within one year of the individual years of operation at the latest. Budapest Airport Zrt. shall have no payment obligation from the incentives.

- Any incentive for dedicated cargo flights can be provided only via offsetting the sum of the discounts against the overdue debts of the given incentivized airline towards Budapest Airport Zrt. Budapest Airport Zrt. is entitled to offset the sum of discounts accordingly. The incentive is valid and can be utilized latest within 2 (two) calendar years from the end of the incentivized period (year). After this two-year period the utilization of the incentive shall expire and the airline shall lose the rights of its utilization.

- Reductions (discounts) of the Landing charge are always granted from the Landing charge based on the weight component in line with section 2.2.1.

3.2.1 New destination incentives

a) Dedicated cargo flights ([MTOW > 100 t]

Dedicated cargo flight	Year one	Year two	Year three	Year four
Landing charge incentive in case of at least 1 flight per week	80%	60%	40%	20%

Conditions:

- The new flight must operate on a regular basis at least for 365 days or for two schedule periods, with a minimum frequency of 2 flight per week. The airline, either a new entrant or an airline already operating on the given route, operates an additional flight, which results in both a greater frequency and a capacity expansion on the given route, considering all operating airlines.

- In the event that the airline launches more than one cargo flight to the same new destination during the first year of operation, the incentive shall apply to each of these flights.

- If an airline re-launches service to a destination which was earlier part of the route network operated by the airline or another carrier, it is only eligible for the incentive if at least two (2) consecutive schedule periods of operation have elapsed since the discontinuation of its flight(s) to the given destination, and no other airline operates flights on the given route.

- If an airline re-launches service to a destination which was earlier part of Budapest Airport's route network, and the flight was operated by this airline, it becomes eligible for the incentive. However, in case of a re-launch, the incentive calculation period will be continued, and it is not restarted from the first year. So, for example, in case of 2 years of operation and a one-year break, the first year of the re-launch qualifies as the third year in terms of incentives.

3.2.2 Incentive for frequency increases

Dedicated cargo flight [MTOW > 100 t]

Dedicated cargo flight	**Year one**	**Year two**	**Year three**	**Year four**
Landing charge incentive in case of at least 1 flight per week	80%	60%	40%	20%

Conditions:

- The airline, either a new entrant or an airline already operating on the given route, operates an additional flight, which results in both a greater frequency and a capacity expansion on the given route, considering all operating airlines.
- The incremental ATMs must reach at least the increase specified above per year for the given route of the airline, compared with the same schedule period in the previous year. The period of providing the incentive lasts from the start of the given summer / winter schedule period until the end of the next summer / winter schedule period.
- The new flight must be operated for at least 365 days or for two schedule periods, with a minimum of one weekly additional frequency.
- The incentive applies only to the incremental flights, not to the existing flights.
- The discount provided for the frequency increase resulting in the capacity expansion is calculated based on the total and actual departing MTOW increment of the airline during the period in question.

Annex I.

The list of Regulated Activities

The activity of airport operation and the activities relating to aircraft shall be interpreted in such a way as to include any of the following services, as well as the provision of the availability of the necessary infrastructure, and the cleaning, energy supply or maintenance of any related infrastructure:

a) Runway of the airport, taxiways, aprons;
b) Lighting on the airport and navigation tools;
c) Facilities for the accommodation of the air traffic control service;
d) Aircraft stands (including the taxiing);
e) Support areas for the operation of the airlines;
f) Services to monitor environmental risks;
g) Airport safety and road network;
h) Infrastructure required for defense against unlawful actions;
i) Protection of the perimeter;
j) Disaster recovery and fire service;
k) Reduction and prevention of noise pollution.

Activities relating to the handling of passengers shall be interpreted as covering any of the following services:

a) Rent of the check-in counters (with the exception of the ticket sale counters of the airlines);
b) Maintenance of the terminal equipment in common use (CUTE);
c) Operation of passenger bridges and buses of Budapest Airport Zrt.;
d) Passenger areas, waiting rooms on the arrival and departure sides (except the VIP lounges);
e) Areas used by the police, the border guard service and customs administration;
f) Equipment and services for passenger safety (also including the closed-circuit safety cameras);
g) Operation and maintenance of the infrastructure used for the dispatch, handling and delivery of baggage;
h) Public conveniences, lifts, escalators, and moving walkways;
i) Flight information system and loudspeakers.

Annex II.

The Price Cap

II.1. The method of calculating and the value of the Price Cap

In the period between 2022 and 2026, Budapest Airport Zrt. applies the default Price Cap in accordance with the provisions in articles 6-7 of the Decree and its annex 3.

The default Price Cap depends on three factors:

i) The total value of capex projects relating to the airport completed by the airport operator in preceding years,
ii) The extent of average traffic increase experienced in the preceding two years, and
iii) Actual HICP.

The calculation shall have a fully objective basis, free of any subjective value judgment. The Price Cap shall be defined as follows:

Default Price Cap valid in the first year of the new period = the Price Cap valid in the fifth year of the preceding period x (1+("Y_1" factor passenger traffic score + Y_2 factor capex score) x HICP inflation rate).

$$\text{Ár}_{\text{ú}} = \text{Ár}_{\text{ú-1 year}} \times (1 + Y \times \text{HICP inflation rate})$$

where:

$\text{Ár}_{\text{ú}}$:	the price cap valid in the first year of the new period
$\text{Ár}_{\text{ú-1 year}}$:	the price cap valid in the fifth year of the preceding period
HICP:	harmonized consumer price index as per section 3.1.2 of the Decree

and

$Y = Y_1 + Y_2$

where:

Y:	factor "Y"
Y_1:	passenger traffic score
Y_2:	capex score

Factor "Y" shall be defined as follows:

a) "Y" may not be lower than 0 (thus the smallest extent of the price cap equals the price cap valid in preceding years),

b) The HICP inflation rate may be 0, 25, 50, 75 or 100% (i.e. the price cap as a maximum may increase proportionately to the HICP inflation rate).

Both past capex and traffic increase contribute to factor "Y" scores. The link between the two factors is additive instead of multiplicative, which means the scores in the two categories are added up. Factor "Y", however, cannot exceed 100% of the HICP inflation rate, and the values cannot be carried forward to subsequent periods.

Passenger traffic „Y_1" score:

Average passenger number increase in the preceding two years[1]	Passenger traffic „Y_1" score
Average annual growth under 0%	100%
Average annual growth between 0 and 2.99%	75%
Average annual growth between 3 and 5.99%	50%
Average annual growth between 6 and 8.99%	25%
Average annual growth over 9%	0%

Capex „Y_2" score:

The airport operator's total capex in the preceding five years[2]	Capex „Y_2" score
Capex > average EBITDA[3] in years 4-5 times 4	100%
Capex > average EBITDA[3] in years 4-5 times 3.5	75%
Capex > average EBITDA[3] in years 4-5 times 3.0	50%
Capex > average EBITDA[3] in years 4-5 times 2.5	25%
Capex < average EBITDA[3] in years 4-5 times 2.5	0%

The Price Cap valid in the first year of the five-year calculation period (2022): 20.40 euros.
The Price Cap valid in the second year of the five-year calculation period (2023): 24.20 euros.
The Price Cap valid in the third year of the five-year calculation period (2024): 27.81 euros.
The estimated Price Cap valid in the fourth year of the five-year calculation period (2025): 28.76 euros.

[1]Preceding two years shall mean years 4 and 5 of the preceding five-year tariff period. Average value shall be calculated as the arithmetical mean.
[2]Without taking the effects of possible company acquisitions into consideration. Its calculation is based on the audited financial accounts of the airport operator, that is, without distinguishing between aviation-related capex and commercial capex, and it does not include capex excluded from the airport operator's balance sheet.
[3]EBITDA means earnings before interest, taxes, depreciation, and amortization, calculated in accordance with international accounting standards, in the given calculation period (without taking modification due to non-cash items into account twice, and excluding extraordinary items).

II.2. Possible modifications to the Price Cap

The price cap may only be modified in the cases defined in the Government Decree and the Decree.

II.2.1 Substantial changes in circumstances

Additionally, Budapest Airport Zrt. may request a review of the price cap in case of extraordinary and substantial changes in circumstances which significantly alter operational

circumstances and occur for reasons not attributable to Budapest Airport Zrt., provided that Budapest Airport Zrt.:

a) Has taken all reasonable steps to mitigate the adverse effect,

b) Implemented a traffic-related modification of the Tariff Manual or price cap, provided that the change is traffic-related and the effects of the change were taken into account.

In the above case, Budapest Airport Zrt. may initiate the holding of the consultation less than four months before the entry into force of the modification of the price cap or the Tariff Manual as well, specifying the justification for the shortened procedure. The consultation shall be held in accordance with the consultation procedure set out in Annex III of the Tariff Manual, prior to the submission of the request for the modification of the Tariff Manual or the review of the price cap, and airport users' views on the modification shall be attached to the request.

II.2.2 Discrepancy with the Price Cap (lost revenues or surplus)

If in a year, actual revenues remain below the level allowed by the Decree, Budapest Airport Zrt. may carry forward the difference to the following years within that five-year period, but may not carry it forward to the next five-year period. Such losses of revenues shall be calculated at nominal value for the purpose of a carry-forward between the different years; that is, Budapest Airport Zrt. cannot use compensation for lost interest income.

Should actual revenues, after accounting for the lost revenues carried forward, exceed the value allowed by the Decree, the difference shall be returned in the next year to the airlines, as a lump sum payment, with a distribution based on the percentage paid by that given airline of total regulated revenues in the year of the surplus payment. No interest may be charged on these surplus revenues, and Budapest Airport Zrt. shall make the repayment in the next year to the airlines, at nominal value, as a lump sum.

II.2.3 Additional government provisions on aviation safety and aviation security

The Price Cap or the Tariff Manual can be modified in order that Budapest Airport Zrt. can pass on its costs incurred in connection with the achievement of a situation that is in compliance with prescribed new aviation safety or aviation security rules.

The aviation authority shall judge the application submitted with the above justification taking into account all of the circumstances of the case, but Budapest Airport Zrt. shall in any case attest that:

a) The justification is new provisions on aviation safety or security, the publication or promulgation of which took place not prior to the entry into force of the Government Decree; and
b) The provisions substantially increase the operating costs of Budapest Airport Zrt., or it necessitates a major one-off investment.

II.2.4 Substituting agreement with airline customers

Budapest Airport Zrt. – by way of the application for modification of the Tariff Manual – may request, at any time, from the aviation authority, a modification of the Price Cap and a modification of other provisions in the Tariff Manual, if it can verify that a new commercial contract, serving as the basis for the request, is supported by airlines using the airport which carry at least 70 percent of passengers combined, determined on the basis of the number of passengers in the previous 12 months. When considering this application, the aviation authority shall also take the submitted contracts into account.

Annex III.

Determining of Charges and Consultation

Budapest Airport Zrt. shall determine the order of determining and publication of Charges in accordance with the expectations of airport users and the provisions of the Government Decree. During the determination of the Charges, the consultation with airport users shall also have a role.

III.1. General schedule of the consultation

The schedule of consultation is determined by the effective date (ED) of the Tariff Manual.

ED – 210 days	Meeting and preliminary talks with the representatives of IATA and of the main airport users familiar with the determination of charges.
ED – 180 days	Elaboration of the proposals within Budapest Airport Zrt.
ED – 150 days	Sending the proposal for next year's Charges to interested parties and consultation.
ED – 120 days	Approval by the CAA. Period of consultation.
ED – 60 days	Publication of the charges.

Budapest Airport Zrt. holds the consultation for airport users on the five-year Tariff Manual and price cap every five years and the consultation on the potential modification of the Tariff Manual and price cap during the five-year period as required by such modifications. If, however, no consultation on the modification of the Tariff Manual of the price cap is held in a given calendar year, Budapest Airport Zrt. holds a consultation for airport users on one occasion in the given year in any case.

III.2. Expectations

The expectations of the airport users in connection with the calculation of Charges are as follows:

- Transparency,
- Lack of discrimination,
- The general lowering of Charges,
- Shifting the main focus of the Charges in such a way that they should be borne by the passengers instead of the airlines,
- Reducing the difference in passenger service charges between transferring passengers and departing passengers,

III.3 Determining of the charges

The Charges shall be reviewed and determined every year in the following stages accompanied by a similar negotiation process:

1. Prediction of the number of passengers and the number of air traffic movements for the following year.
2. Calculation of the Price Cap, taking into account the inflation rate as well as the modifying factors.
3. Determining of the charges per passenger intended to be achieved during the following year.
4. Determining of the charges by which it is possible to achieve the predefined charge per passenger.

5. Consultation process comprising the drafting of the consultation document and subsequent consultation with the airlines and IATA on the tariffs applicable in the following year.
6. As a result of the above stages, the final determining of the Charges to be applied by Budapest Airport Zrt. in the following year.

It is obvious from the above that the Price Cap plays a primary role in the determining of Charges. The development of the Price Cap is affected by several factors:

- Harmonized index of consumer prices (HICP),
- Passenger and ATM forecast

The first factor shall only be determined in the second half of the year preceding the year in question. It is also true for the second factor that the later it is determined the more exact it will be.
Because of the above facts and the constantly and quickly changing external circumstances characteristic of the aviation industry, it is impossible to determine the Charges for a long term. Therefore, Budapest Airport Zrt. shall determine its Charges yearly, but it shall undertake obligations for a long term (a five-year period).

III.4 List of airline representatives participating in the consultation

August 2021

No.	Company
1	Jet2.com
2	IATA
3	Emirates
4	El-Al
5	DHL
6	Ryanair
7	LOT
8	TAP
9	Turkish Airlines
10	Wizz Air
11	BUD

October 2021

No.	Company
1	EL AL Israel Airlines
2	Emirates
3	IATA
4	IAG
5	Jet2.com
6	KLM
7	LOT
8	Menzies HU
9	Ryanair
10	Turkish Airlines
11	Wizz Air

12	Qatar Airways
13	BUD

October 2022

No.	**Company**
1	Air France
2	El-Al
3	Emirates
4	IATA
5	IAG
6	Jet2.com
7	LOT
8	Lufthansa
9	Ryanair
10	Smartwings
11	BUD

October 2023

No.	**Company**
1	BlueBird
2	Brussels Airlines
3	CAA
4	Celebi GH
5	DHL
6	easyJet
7	El Al
8	Emirates
9	IAG
10	IATA
11	Jet2.com
12	KLM
13	Korean Air
14	LOT
15	Qatar Airways
16	Ryanair
17	Smartwings
18	Swiss International Airlines
19	Turkish Airlines
20	Wizz Air
21	BUD

October 2024

No.	**Company**
1	Air France
2	Air Hungary
3	Brussels Airlines
4	CAA
5	Celebi GH
6	DHL
7	easyJet
8	Egyptair
9	Emirates
10	European Air Transport Leipzig
11	IAG
12	IATA
13	Jet2.com
14	KLM
15	Korean Air
16	LOT
17	Lufthansa Group
18	Luxair
19	Menzies
20	Qatar Airways
21	Ryanair
22	Turkish Airlines
23	Wizz Air
24	BUD

Annex IV.

Pre-calculation request form

BUDAPEST Airport

Proforma invoice request form

AIRLINE DATA

Name of airline	
Address of airline	
Invoicing address of airline	
Airline tax registration	
E-invoicing e-mail address(es) of airline	
Contact person	Name:
	E-mail:
	Phone:

AIRCRAFT/FLIGHT DATA

Aircraft type	
Registration	
Flight ID	
Estimated time of arrival BUD (UTC)	
Estimated time of departure BUD (UTC)	
MTOW	
Capacity	
Comments:	

Annex V.

Quality compliance in relation to the Regulated Activities

Budapest Airport Zrt. must comply with objective and subjective quality requirements in relation to Regulated Activities. Compliance is ensured by a correction system of financial incentives.

V.1 The financial incentive system of the services related to the Regulated Activities to support quality of service

The regime of assessment and appraisal shall provide that Budapest Airport Zrt. must – in case the actual service quality falls short of the expected level – reduce the pre-passenger Price Cap by up to 5% (i.e. by up to 2.5% on the basis of the objective assessment of the availability of the airport infrastructure and by up to 2.5% on the basis of the subjective assessment of customer satisfaction)

The above financial incentive adjustments provided for in case inadequate service quality shall be applied from the first quarter of 2007, as necessary.

Budapest Airport Zrt. shall establish the amount of the financial incentive adjustments applicable owing to inadequate service quality for each calendar quarter, and shall submit a report to the CAA on the quality of service, within 30 days of each calendar quarter. In checking compliance with provisions laid out in the Tariff Manual the CAA may also check whether the actual quality of service is in line with the report produced by Budapest Airport Zrt.

Within 120 days of the end of the calendar year Budapest Airport Zrt. shall refund to its airline customers the amount of the financial incentive adjustments, in proportion to the amounts of revenue deriving from Regulated Activities received from them during the given calendar year.

If the financial incentive adjustment relating to the objective criteria of assessment is related exclusively to a given terminal of the Airport, the amount shall be allocated only to the airline customers using the terminal concerned.

V.2 Objective factors regarding the availability of the airport infrastructure

The primary aim of the objective measurements is the mapping of the services provided by Budapest Airport Zrt. in relation to the availability of the airport infrastructure, related to the 6 performance criteria prescribed in Appendix 4 of the Decree. The criteria and financial impacts of the airport infrastructure and the schedule of airline consultations aiming to determine the limits applicable thereto can be found in **Annex VI**.

The objectively measurable performance criteria are the following:

- Availability of the runways;
- Availability of the aircraft stands;
- Availability of the baggage delivery system;
- Availability of the baggage handling system on the departures' side;
- Availability of passenger boarding bridges;
- The ratio of passengers using passenger boarding bridges, at terminals with passenger boarding bridges.

The measurement system and the limits have been designed pursuant to the provisions of

the Decree, in the framework of consultations with the airlines, the results of which were reported to the CAA. Within the framework of the consultations, the measurement system, the parameters measured, the target values regarding the 6 performance criteria, the peak periods related to the winter and summer schedules and the notification system have been accepted. The compliance with target values regarding the performance criteria prescribed in the Decree can be observed as compared with the values measured, taking into account the fair consideration factors.

Budapest Airport Zrt. performs the measurements in relation to the 6 performance criteria with the involvement of several specialist areas (Operation, IT Directorate). The measurements related to the individual performance criteria are collected on a monthly basis by the designated data owners of Budapest Airport Zrt. from the designated persons responsible for data collection in the different areas. The duty of the persons in charge of data collection is the registration of measurements in the electronic diary, while the data owners summarize the results of measurements. It is the responsibility of the data owners to determine the peak periods related to the winter and summer schedules.

The notification system prescribed in the Decree, which provides that in the case of 6 facilities, the airlines must be notified of planned maintenance one week in advance and of planned renovation one month in advance, is realized by electronic means (email), operated by the Airside Operations Division.

V.3 Content requirements regarding the objective measurements

V.3.1 Availability of the runways

The NOTAM issue request issued by the Airport traffic control and any events affecting the runway noted in the monthly service log kept by the Airside Operations Service are recorded. The following types of information shall be recorded:

- The exact time of the event (hour/minute of start and end);
- Duration of the event;
- Accurate description of the event;
- Location of the event;
- Whether the event was planned or unplanned.

V.3.2 Availability of the aircraft stands

Any events affecting the aircraft stands are recorded in the monthly service log kept by the Airside Operations Service. The following types of information shall be recorded:

- The exact time of the event (hour/minute of start and end);
- Duration of the event;
- Accurate description of the event;
- Location of the event;
- Whether the event was planned or unplanned.

V.3.3 Availability of the baggage delivery systems

Any events affecting the baggage delivery system are recorded in the monthly event log kept by the operators. The following types of information shall be recorded:

- The exact time of the event (hour/minute of start and end);
- Duration of the event;
- Accurate description of the event;
- Location of the event;
    - Whether the event was planned or unplanned.
    - Whether the event was within the scope of competence of Budapest Airport Zrt.

V.3.4 Availability of the baggage handling system on the departure side

Any events affecting the baggage handling system are recorded in the monthly event log kept by the operators and the IT Directorate. The following types of information shall be recorded:

- The exact time of the event (hour/minute of start and end);
- Duration of the event;
- Accurate description of the event;
- Location of the event;
- Whether the event was planned or unplanned.
- Whether the event is within the scope of competence of Budapest Airport Zrt.

V.3.5 Availability of passenger bridges

The Airport has two Terminals; passenger bridges are operated only at Terminal T2 (both at Terminal 2A and 2B). Any events affecting the passenger bridges are recorded in the monthly event log kept by the operators. The following types of information shall be recorded:

- The exact time of the event (hour/minute of start and end);
- Duration of the event;
- Accurate description of the event;
- Location of the event;
- Whether the event was planned or unplanned.
- Whether the event is within the scope of competence of Budapest Airport Zrt.

V.3.6 The ratio of passengers using passenger bridges, at terminals equipped with passenger bridges

The Airport has two Terminals; passenger bridges are operated only at Terminal T2 (both at Terminal 2A and 2B). Therefore, when calculating the performance criteria, only the ratio of passengers at Terminal 2 shall be considered. The airside operations division shall obtain the data from the AODB program.

Furthermore, with regard to each facility, any notifications to the airline regarding potential closings shall be recorded; these can be retrieved from the correspondence of Budapest Airport Zrt.
In this way, from the results, it is possible to determine the availability of the given facility and the nature of the events, on the basis of which it can be decided whether the fair consideration factors can apply or not.

By virtue of the Decree, Budapest Airport Zrt. is obliged to review the measurement method and the drafting of reports based on the results of measurements.

The measurement database and the correctness of measurements are supervised by the CAA on a quarterly basis. Following approval, Budapest Airport Zrt. presents the phenomena detected during the measurements, with the help of illustrative diagrams, followed by a short textual analysis, in the form of a study. Budapest Airport Zrt. sends the final results both to the CAA and to the airlines, in Hungarian and English, on the date determined by the Decree.

As regards the results of the objective measurements, Budapest Airport Zrt. performed above the preset and approved target values in each quarter.

V.4 Subjective factors regarding the quality of Airport infrastructure and passenger/client satisfaction (ASQ [airport service quality] satisfaction survey)

Budapest Airport Zrt. shall ensure that all facilities operated continue to participate in the quarterly IATA/AETRA Global Airport Monitor Survey or, if this is terminated, in a comparable survey. As the IATA/AETRA Survey was terminated, from 2006 onwards, Budapest Airport Zrt. has been participating in the ACI (Airport Council International)/ASQ (airport service quality) survey (hereinafter: the "Survey").

The primary aim of Budapest Airport Zrt. is to map the opinion of passengers and airlines regarding the services provided by the Airport. The result may be compared with the services of other airports participating in the survey. Subjective factors regarding the quality of Airport infrastructure and passenger/client satisfaction are listed in **Annex VII**.

The marketing agency of ACI (Airport Council International) provides the blank question sheets necessary to the execution of the survey on a quarterly basis. It also ensures the processing of the completed and sent question sheets, the preparation of the result in electronic and in printed form and the professional negotiation and consultation on the relevant questions. In the course of the survey, the quality of the services listed in the questionnaire must be evaluated on a 1 to 5 scale, which will give an average point value. The fieldwork necessary to the market research is conducted by a third independent market research agency, in compliance with the requirements of the Decree.

If the Survey qualifies any of the services provided by Budapest Airport Zrt. in the area of passenger service, aviation activity or the provision of infrastructure at Budapest Airport Zrt. as "well below average", Budapest Airport Zrt. shall submit to the CAA, within three months from the publication of the Survey, a plan of correction measures, for its information.

If the qualification of any of the services provided by Budapest Airport Zrt. in the area of passenger service, aviation activity or the provision of infrastructure is "well below average" in four consecutive quarterly reports, Budapest Airport Zrt. shall reduce the Price Cap by a multiple of 0.25%, subject to the number of categories where the above situation was observed. A reduction caused by one of the categories shall remain in effect as long as there is no improvement in the qualification. The extent of the corrections for financial incentives can be no more than 2.5% in total.

As regards the results of the subjective measurements, Budapest Airport Zrt. has performed above the preset and approved target values in four consecutive quarters.

Bratislava Airport did not participate in the survey, while Belgrade rejoined in 2022. In view of the above, Budapest Airport Zrt. can provide data for Q3 2023 compared to Belgrade, Prague and Vienna airports. In the comparison, the respective average result of Belgrade, Prague, Vienna and Budapest Airport Zrt. are presented in relation to the Q3 2023, along with Budapest Airport Zrt.'s variance from the average, as detailed in Appendix VIII. Budapest Airport Zrt. performed above or stayed in line in 27 categories, which results in 73% of all categories.

The contract concluded by and between ACI and the participating airports contains a confidentiality clause, prohibiting the disclosure of any data related to the airports to third parties. For that reason, concrete figures are not included in this report.

V.5 Overview of processes, performances and aims related to service quality and security management

In accordance with section 17 of government decree no. 169/2010 (V. 11.) on the rules of the security of civil aviation, Budapest Airport Zrt. carries out the security screening of passengers and their hand baggage, in connection with its core business. Screening is performed and the equipment used for screening is applied in a uniform manner in all member states of the European Union, in accordance with the provisions of Commission implementing regulation (EU) no. 2015/1998.

In addition to the ASQ data covered in annex VII (which also include data on the quality of security services, such as the courtesy and helpfulness of security staff, waiting time and the subjective feeling of safety), Budapest Airport Zrt. strives in all other respects to ensure that security processes cause as little disruption to passengers as possible and that they should pass through security screening quickly and seamlessly, in maximum compliance with EU and national aviation security legislation.

To this end, Budapest Airport Zrt., for example, operates screening equipment that is capable of eliminating the need for passengers to remove laptops and other portable electronic devices from their baggage before screening. Budapest Airport Zrt.'s future development goals include procuring equipment that meets the latest standards, so that liquids can be carried without restrictions.

Budapest Airport Zrt. communicates queuing at the screening lanes to passengers, thus facilitating their timely arrival at the checkpoints. Before screening, Budapest Airport Zrt. informs passengers about the screening procedure and how to prepare for screening by means of signs and a video, and specially trained staff also assist passengers before screening.

Budapest Airport Zrt. places special emphasis on customer-oriented conduct and communication during the training of security screeners, in addition to technical know-how. Based on EU regulations and decree no. 22/2013 (V. 16.) of the minister of national development on the National Civil Aviation Security Quality Assurance Program, Budapest Airport Zrt. carries out internal security quality assurance activities, which examine the professional compliance of the tasks described in legislation and internal regulations. Budapest Airport Zrt. evaluates the data generated in the course of these activities and uses them to continuously improve its procedures and the professional competence of its staff. The implementation of the quality assurance program is monitored and checked by the aviation authority.

Budapest Airport Zrt. is committed to ensuring maximum compliance with aviation security rules and to enhancing passenger convenience, and will continue to apply the most modern and passenger-friendly technologies and procedures as far as possible. As part of this, on several occasions it tested equipment using new technologies, such as 3-dimensional hand baggage screening equipment and body scanners that can screen the passenger while passing through. Budapest Airport Zrt. was also among the first in Europe to test screening equipment using artificial intelligence.

Annex VI.

Objective factors regarding the availability of the Airport infrastructure and the corresponding financial impact

Facility	Performance criterion	Maximum reduction in the Price Cap
Considerations applicable to all airlines		
Availability of the runways	- At least one runway shall be available 24 hours a day - Fair consideration may be given to a closing of runways for reasons outside the scope of competence of Budapest Airport Zrt. - Measurements shall be aimed at establishing the number of minutes in the different quarters of the year when the individual runways were not available, due to an unsatisfactory condition of their surface or a breakdown of the lighting. A larger reduction is implied when the runway is not available during peak hours. The target values shall be set in agreement with the airlines. - Fair consideration may be given to closing of the runways due to planned maintenance works carried out outside the peak period, with the condition that the airlines have been notified about these at least one week in advance. - A month shall be qualified as a "not appraisable month" and it shall imply no reduction, if, in a given month, one of the two runways is not available due to reconstruction, subject to the condition that the airlines were notified about this at least one month earlier. In any two-year period, a maximum of three "not appraisable months" are allowed. - Fair consideration shall be given to force majeure events.	**0.75%**
Stands for aircraft	- The measurements shall be aimed at establishing the number of minutes in a quarter of the year when the stands, in a comparison with a pre-set operation schedule, were not available. The target values shall be set in agreement with the airlines. - Fair consideration may be given to closing of the stands due to planned maintenance works carried out outside the peak period, with the condition that the airlines have been notified about these at least one week in advance. - A month shall be qualified as a "not appraisable month" and it shall imply no reduction, if, in a given month, a stand is not available due to reconstruction, subject to the condition that the airlines were notified about it at least one month earlier. In any two-year period, a maximum of three "not appraisable months" are allowed.	**0.5%**

	- Fair consideration shall be given to force majeure events.	
Baggage delivery system	- The measurements shall be aimed at establishing the number of minutes in a quarter of the year when the baggage delivery system was not operational, in a comparison with a pre-set operation schedule. The target values shall be set in agreement with the airlines. - Fair consideration may be given to the fact that the failure of the baggage delivery system might be outside the competence of Budapest Airport Zrt. - Fair consideration may be given to system closing due to planned maintenance works carried out outside the peak period, with the condition that the airlines have been notified about these at least one week in advance. - A month shall be qualified as a "not appraisable month" and it shall imply no reduction, if, in a given month, the system is not available due to a reconstruction, subject to the condition that the airlines were notified about it at least one month earlier. In any two-year period, a maximum of three "not appraisable months" are allowed. - Fair consideration shall be given to force majeure events.	**0.25%**
Availability of the baggage handling system on the departure side	- The measurements shall be aimed at establishing the number of minutes in a quarter of the year when the departures' side baggage handling system was not operational, in comparison with a pre-set operation schedule. The target values shall be set in agreement with the airlines. - Fair consideration may be given to the fact that the failure of the baggage delivery system might be outside the competence of Budapest Airport Zrt. - Fair consideration may be given to system closing due to planned maintenance works carried out outside the peak period, with the condition that the airlines have been notified about these at least one week in advance. - A month shall be qualified as a "not appraisable month" and it shall imply no reduction, if, in a given month, the system is not available due to reconstruction, subject to the condition that the airlines were notified about it at least one month earlier. In any two-year period, a maximum of three "not appraisable months" are allowed. - Fair consideration shall be given to force majeure events.	**0.25%**
Considerations applicable to airlines using passenger bridges[1]		
Availability of passenger bridges	- The measurements shall be aimed at establishing the number of minutes in a quarter of the year when the passenger bridges, in a comparison with a pre-set	**0.5%**

	operation schedule, were not available. The target values shall be set in agreement with the airlines. - Fair consideration may be given to closing of the passenger bridges due to planned maintenance works carried out outside the peak period, with the condition that the airlines have been notified about this at least one week in advance. - Fair consideration may be given to the fact that the failure of the passenger bridges might be outside the competence of the operator of Budapest Airport Zrt. - A month shall be qualified as a "not appraisable month" and it shall imply no reduction, if, in a given month, a passenger bridge is not available due to reconstruction, subject to the condition that the airlines were notified about it at least one month earlier. In any two-year period, a maximum of three "not appraisable months" are allowed. - Fair consideration shall be given to force majeure events.	
The ratio of passengers using passenger bridges, at terminal(s) with passenger bridges	- The measurements shall be aimed at establishing the percentage of the passengers served through passenger bridges. The target values shall be set in agreement with the airlines. - The measurement shall follow, on the basis of a 12-month moving average, the ratio of the passengers who can use the passenger bridges for embarkation and disembarkation into and from the aircraft at such terminal(s) (in order to ensure that the measurement always includes months in the high season and months outside that period). The point of comparison can be a target value agreed upon with the airlines.	**0.25%**
Total		**2.5%**

[1] The term "passenger bridge" includes aircraft stands that are not qualified as remote and can also be accessed without the use of a bus.

Compliance with the above criteria can be established by analyzing the quarterly results. Quarterly publications were made as follows:

2 November 2024. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q3 2024.

1 August 2024. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q2 2024.

2 May 2024. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q1 2024.

1 February 2024. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q4 2023.

2 November 2023. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q3 2023.

1 August 2023. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q2 2023.

2 May 2023. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q1 2023.

1 February 2023. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q4 2022.

2 November 2022. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q3 2022.

1 August 2022. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q2 2022.

2 May 2022. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q1 2022.

1 February 2022. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q4 2021.

2 November 2021. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q3 2021.

2 August 2021. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q2 2021.

3 May 2021. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q1 2021.

1 February 2021. Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q4 2020.

Annex VII.

Subjective factors regarding the quality of Airport infrastructure and passenger/client satisfaction

Considerations relating to services provided by the operator of the airport, governed by regulation (an automatic reduction of 0.25% when one of the factors receives the qualification "well below average" in four consecutive reports)	Difficulty level of orientation at the airport, indicative signs Flight information display Distances on foot Difficulty level of changing planes Availability of baggage trolleys Access to computers/ telecommunication/ Internet Toilets (availability and cleanliness) Comfort in waiting and check-in areas Waiting times at ticket handling Efficiency of the ticket handling staff Politeness and helpfulness of the security staff Waiting times at the security check Feeling of safety Cleanliness of the passenger terminal Car parking Speed of baggage delivery
Considerations regarding services not provided by the operator of the airport (do not imply a negative correction of financial incentives)	Access to the airport Access to cities from the airport Customs check Passport and visa check Public order, public safety Restaurants and catering units Business lounges Shops Politeness and helpfulness of the airport staff (other than ticket handling and security staff) Politeness and helpfulness of the ticket handling staff General satisfaction with the airport/ the atmosphere at the airport Price/ value ratio at the restaurants/ catering and shopping facilities Price/ value ratio for parking

Annex VIII.

ASQ results of Budapest compared to Prague, Vienna and Belgrade Airport

2024 YTD Q3	BUD	Benchmark average	BUD's diff to benchmark average	BUD's diff. to benchmark average*
OVERALL SATISFACTION				
1 Overall Experience	3.95	4.05	-0.11	below
2 Overall Emotion	4.06	4.11	-0.05	in line
3 Overall satisfaction with the airport	4.16	4.18	-0.01	in line
4 Overall satisfaction with the airport: business pax	4.06	4.13	-0.07	below
5 Overall satisfaction with the airport: leisure	4.20	4.16	0.04	in line
6 Overall satisfaction with the airport: personal	4.13	4.23	-0.10	below
ARRIVAL AT THE AIRPORT				
7 Ease of getting to the airport	4.32	4.39	-0.08	below
8 Signage to access terminal	4.27	4.28	-0.01	in line
9 Value for money: Transport	3.95	4.06	-0.11	below
CHECK-IN				
10 Ease of finding check-in area	4.34	4.34	0.00	in line
11 Waiting time: Check-in	4.11	4.20	-0.09	below
12 Courtesy & helpfulness: Check-in staff	4.36	4.34	0.02	in line
SECURITY SCREENING				
13 Ease in security screening	4.34	4.40	-0.07	below
14 Waiting time: Security screening	4.31	4.26	0.05	above
15 Courtesy & helpfulness: Security screening	4.19	4.30	-0.11	below
BORDER/ PASSPORT CONTROL				
16 Waiting time: Boarder/passport control	4.42	4.39	0.03	in line
17 Courtesy & helpfulness: Boarder/passport control	4.25	4.35	-0.09	below
SHOPPING/ DINING				
18 Restaurants/bars/cafés	3.80	3.83	-0.03	in line
19 VFM: Restaurants/bars/cafés	3.30	3.24	0.06	above
20 Shops	3.63	3.62	0.00	in line
21 Value for money: Shops	3.23	3.34	-0.11	below
22 Courtesy & helpfulness: Shopping and dining staff	3.93	3.96	-0.03	in line
GATE AREAS				
23 Comfort of waiting at gate area	3.82	3.94	-0.12	below
24 Availability of seats at gate area	3.79	3.97	-0.18	below
THOUGHOUT THE AIRPORT				
25 Ease of finding way	4.20	4.20	0.00	in line
26 Availability of flight info.	4.15	4.16	-0.01	in line
27 Walking distance inside terminal	4.04	3.96	0.08	above
28 Ease of making connection	4.11	4.05	0.06	above
29 Courtesy & helpfulness: Airport staff	4.25	4.25	0.00	in line
30 Wi-Fi service quality	4.02	3.98	0.04	in line
31 Availability of charging station	3.90	3.72	0.18	above
32 Entertainment & leisure options	3.73	3.68	0.05	in line
33 Availability of washrooms	4.13	4.07	0.06	above
34 Cleanliness of washrooms	3.91	4.06	-0.15	below
AIRPORT ATMOSPHERE				
35 Health safety	4.11	4.25	-0.14	below
36 Cleanliness	4.11	4.21	-0.09	below
37 Ambience	4.10	4.16	-0.06	below

*abs. diff vs benchmark: below <-0.05, -0.05<= in line <=0.05, 0.05< above

Annex IX.

Traffic at Budapest Ferenc Liszt International Airport

Below, a brief overview of the traffic figures relating to the last 5 years is offered, followed by the traffic forecast for the next 5 years.

IX.1 Overview of Airport traffic in the last 5 years (2020-2024[2])

2020 was a difficult year for all players in the aviation industry, as the restrictions introduced in each country on account of the coronavirus pandemic have resulted in a drastic drop in traffic. Passenger traffic fell by 76.1% from the previous year, resulting in 3.86 million passengers in 2020.

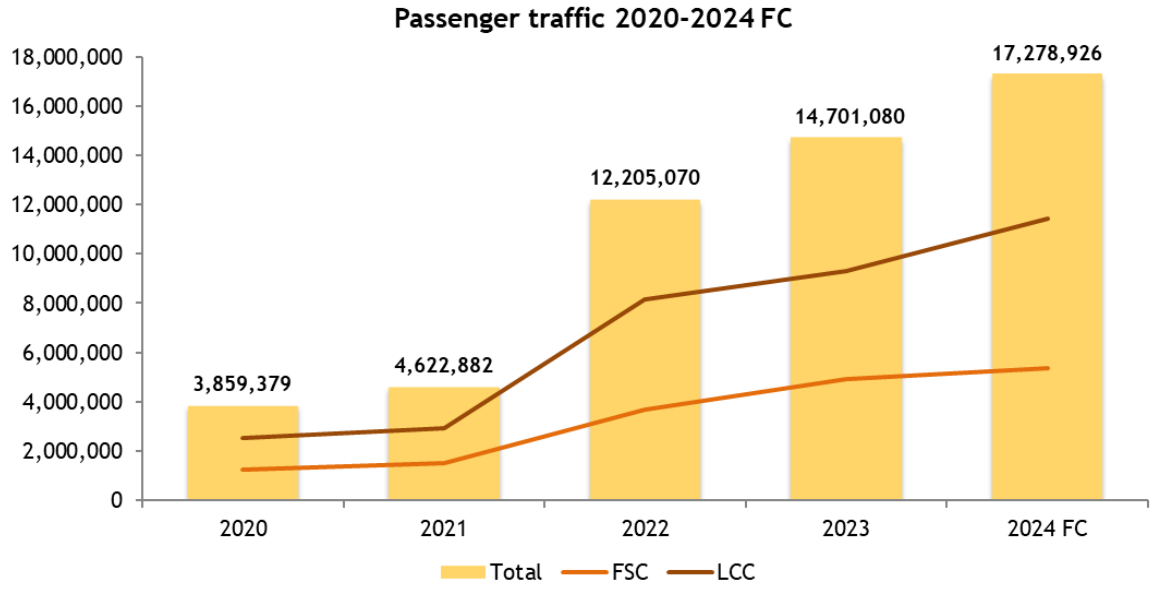
2021 was still affected by the coronavirus pandemic; nevertheless, BUD started to see the gradual recovery of passenger traffic from June. Passenger traffic increased by 19.8% vs 2020, but remained below 2019 by 71.4%.

The first half of 2022 was still weakened by the effects of the coronavirus pandemic; however, from summer 2022, passenger traffic shows 80% recovery, as result of more and more destinations returning to the Airport, with long-haul flights to China, Korea and the UAE. In 2022, passenger traffic increased by 164.0%, resulting in 12.2 m passengers.

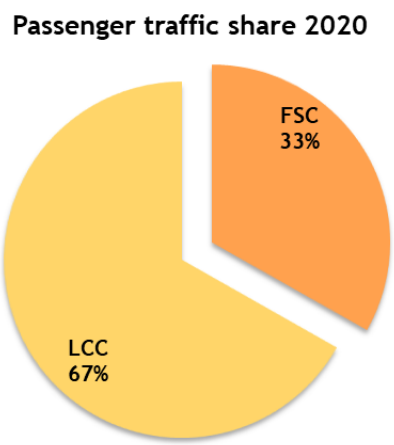
In 2023, passenger traffic increased vs 2022 by 20.5% and recovered by 90.9% vs 2019, achieving 14.70 million passengers

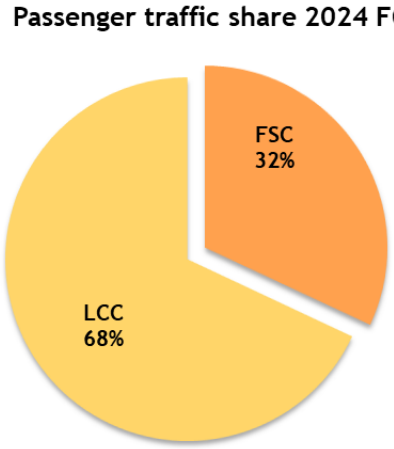
In the first half of 2024, passenger traffic increased vs 2023 by 18.0% and recovered by 106.9% vs 2019. According to estimates, 17.28 million passengers will use the airport in 2024, which is already 106.8% recovery vs 2019.

Changes are shown in the chart below:

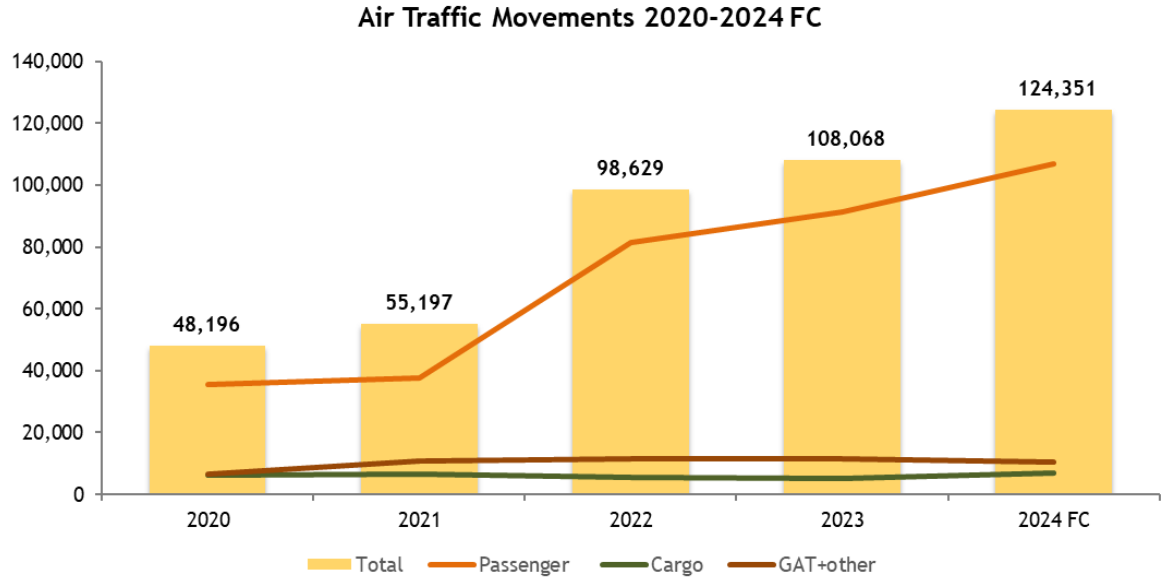


[2] 2024 traffic figures are estimated.



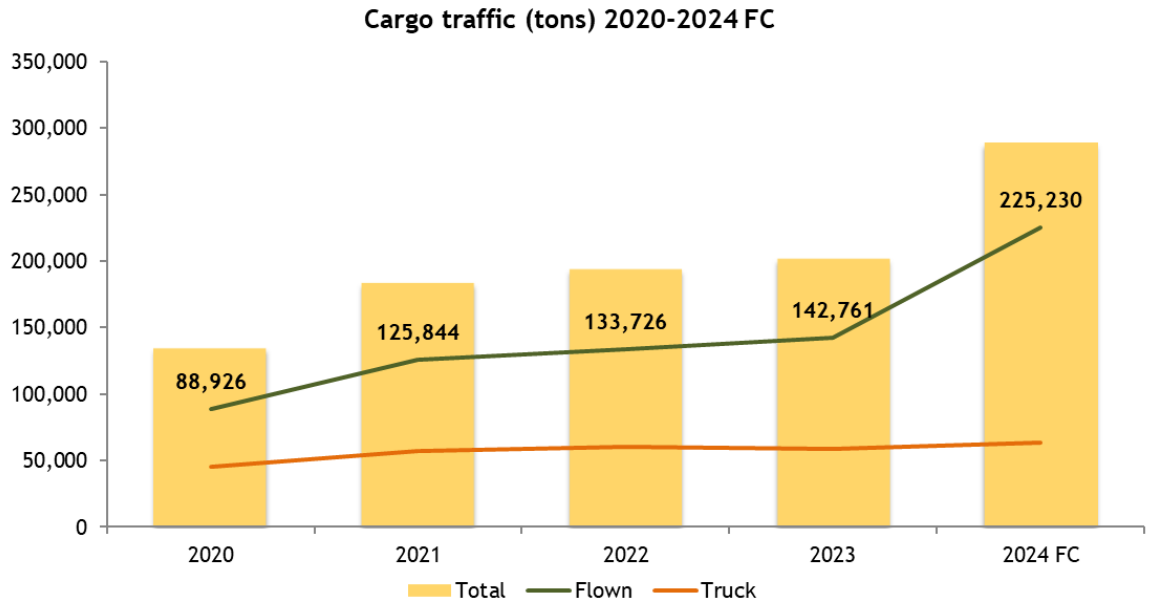


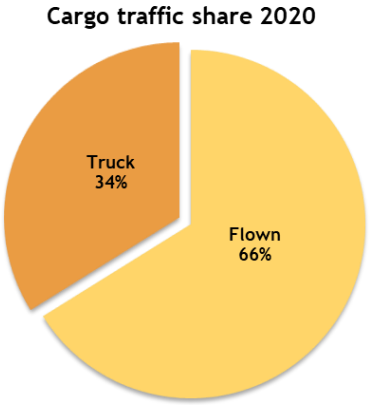
The number of ATMs had been increasing continuously since 2016, but to a smaller extent than passenger traffic, resulting from the fact that airlines were using larger aircraft, with higher load factors. In 2024, ATMs are expected to have an overall slower recovery compared to passenger traffic, which is justified by the higher load factors expected in the second half of the year.

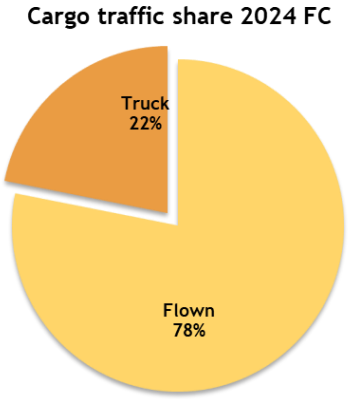


124 k ATMs are forecasted for 2024, which is an increase of 15.1% compared to 2023.

Regarding cargo traffic, the effects of the coronavirus pandemic were minor. The most significant growth is anticipated in 2024, with air cargo traffic expected to exceed the volume of the previous year by 43.2%, reaching a total of 288 k tons. The distribution of cargo between air and truck transportation has shifted, with a 6,0% higher proportion now being carried by air compared to 2019.

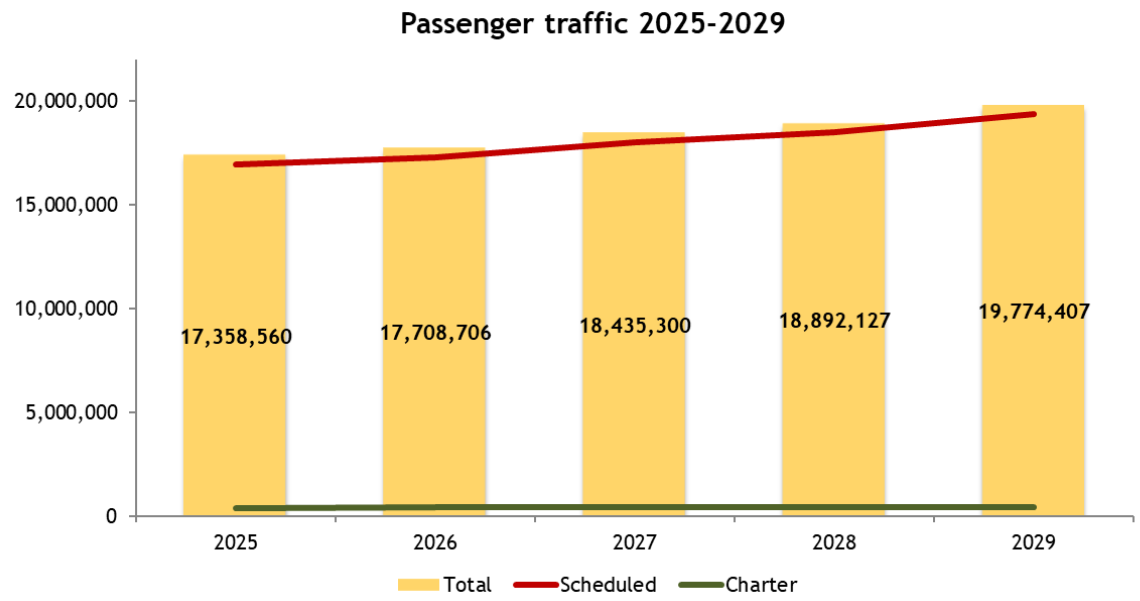




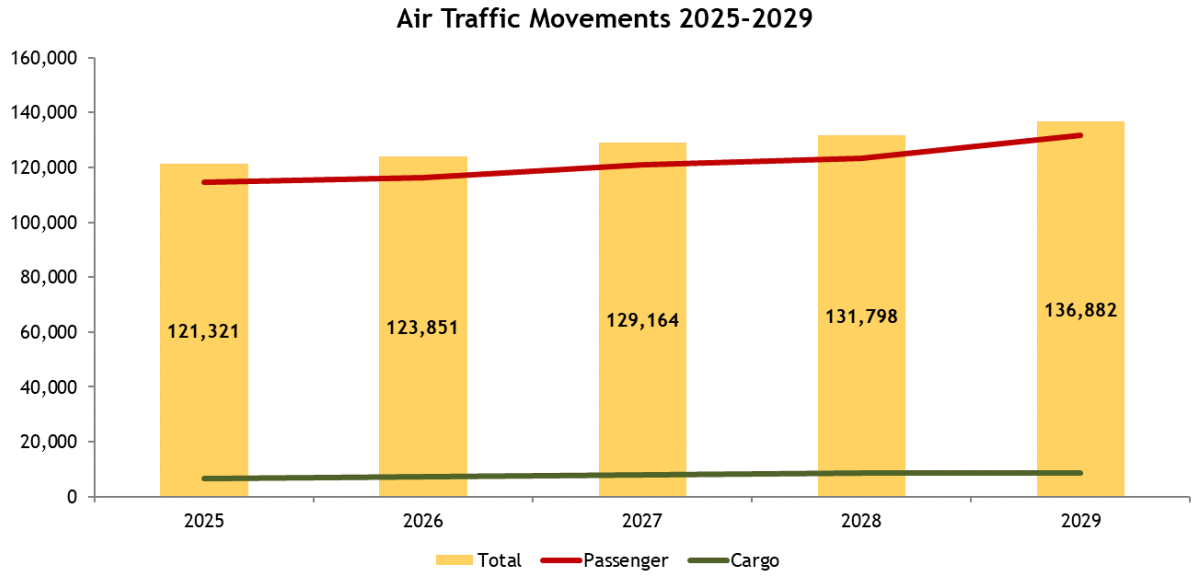


IX.2 Traffic forecast for the next five years (2025-2029)

The strong growth of passenger traffic was followed by a decrease in 2020-2021 due to the COVID-19 pandemic. According to Budapest Airport Zrt.'s forecast, the passenger number is expected to be 17.36 m in 2025, which is already 7.3% above the 2019 passenger level.

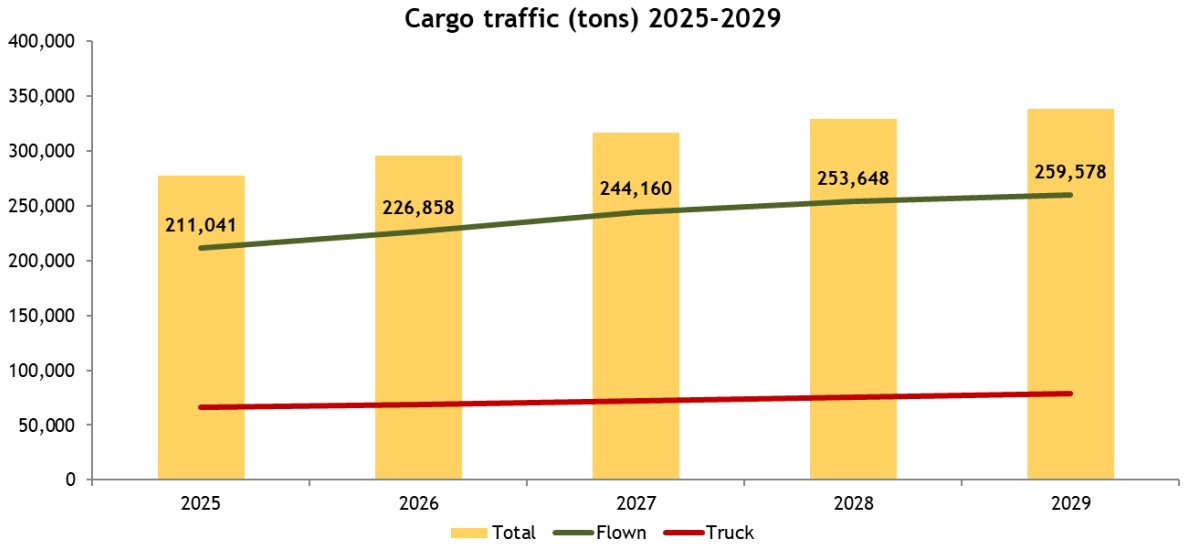


With the bankruptcy of the Hungarian national carrier, market segments have undergone significant rearrangement. Due to the nature of their business model, the LCCs reacted immediately, allocating considerable capacity to Budapest, filling a part of the gap in the market. The less flexible business model of the full services carriers enabled an expansion of flights and mainly aircraft capacity, although several new players are appearing in the market in this segment as well. The split of these market segments did not change significantly on account of the coronavirus pandemic either. Budapest Airport expects that growth in 2024 will be achieved through the expansion of the main carriers, Wizz Air and Ryanair and returning long-haul flights. CAGR is expected to be 3.3% between 2025-2029. However, in the mid-term, no major shifts in market segments are expected.



In terms of aircraft movements, Budapest Airport Zrt. expects a decrease of approximately 2.4% for 2025 compared to 2024, which would be a decrease of 1.2% from 2019. Total ATMs is expected to increase by 3.1% over a 5-year period. The historic record of nearly 127 000 ATMs in 2006 is expected to be exceeded in 2027.

With regards to cargo traffic, Budapest Airport Zrt. expects growth of around 6.5% in CAGR in 2025-2029. Driven by the cargo infrastructure expansion, the cargo flown traffic tonnage is expected to increase by a CAGR of about 5.3% over the next five years. Numbers for 2025-2029 are estimated.



Annex X.

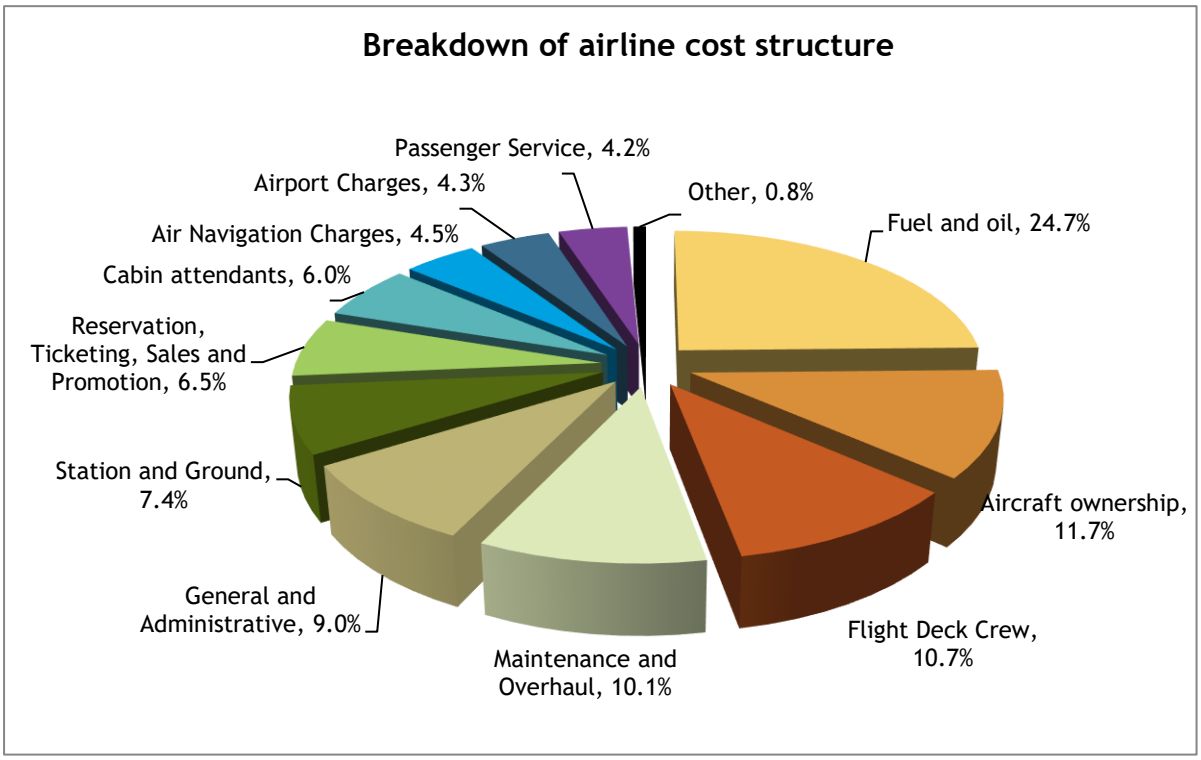
Airport Capacity

Prior to each schedule period, Budapest Airport Zrt. sends the actual capacity of the Airport to the schedule facilitators.

Annex XI.

Charge comparison of the main airports in the region

The changes in traffic are partly influenced by the changes in prices at airports. On average, airport costs amount to less than 5% of the total operating cost of a flight. Of course, this is much lower in the case of long-haul transcontinental operations.



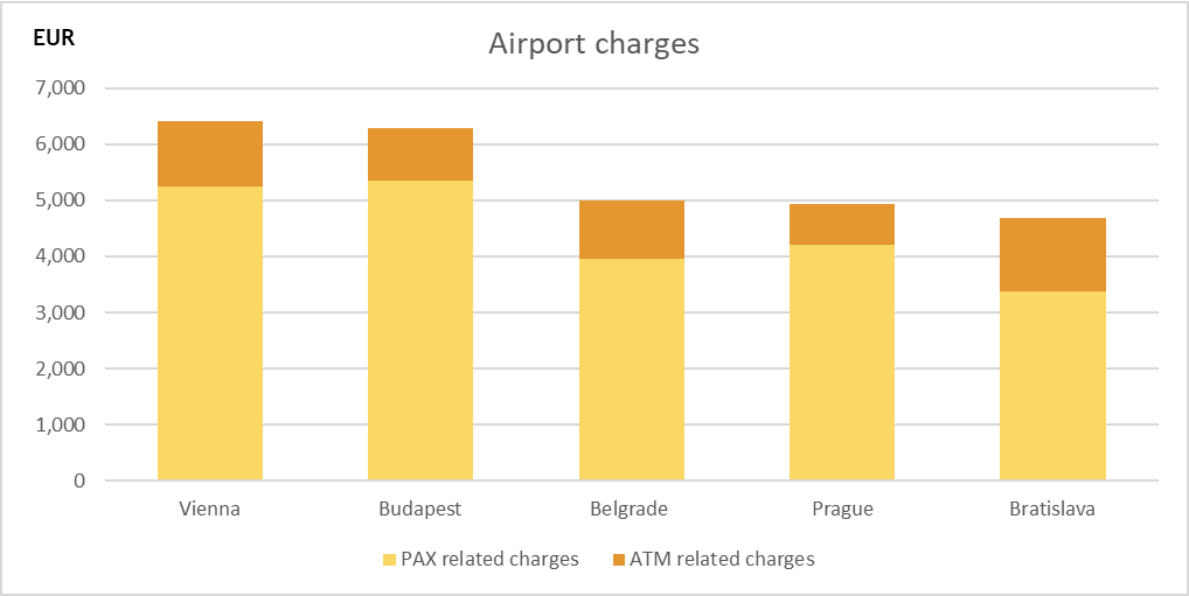
Source: IATA 2019

The connection between airport charges and costs is not the only important indicator, but charges must also be competitive with those of competitors.

In order to be able to present and compare airport charges as clearly as possible, we have made calculations based on the published tariff manuals of Vienna, Prague, Belgrade and Bratislava Airports effective in 2024 or 2025 if already published at the date of submission (Vienna). The charges of Budapest are calculated with the tariffs effective as of April 2025. The following parameters have been used for the calculation:

- Aircraft type: A320
- MTOW: 77 tons
- Max passenger number: 153
- Load factor: 85%, 130 passengers
- Turnaround time: < 1 hour
- Operation: daytime (6 a.m. – 6 p.m.)
- Operation: central (main) terminal, intra-EU flight
- Parking: bridge parking

(Detailed descriptions of the charge structures used at the different airports and the calculation tables can be found in **Annex XII.**).



Source: AirportCharges.com, Budapest airport analysis

Airport charges (EUR)	Vienna	Budapest	Belgrade	Prague	Bratislava
PAX related charges	5,235	5,342	3,958	4,216	3,368
ATM related charges	1,176	939	1,030	718	1,307
Total	**6,412**	**6,280**	**4,988**	**4,934**	**4,674**

The diagram above shows the cost structure from the given charge items of the airports' charge regulation. For all airports, passenger-related charges (PSC) represent the largest share of the charges. The passenger-related charges are connected to the use of the terminal, which also includes the costs of security activities.

It must be emphasized that potential price increases at Belgrade, Bratislava and Prague airports in 2025 have not been reflected in the analysis. For Vienna and Budapest, published or planned charges for 2025 were considered. Furthermore, incentives are not reflected in the gross charges comparison which can have a substantial impact on airline cost per movement.

Annex XII.

Published charges at Budapest, Vienna, Prague, Belgrade and Bratislava Airports

The calculations were made using the most recent valid airport charges known at the time of the 2024 review.

	Budapest (valid from 1 April 2025)
Landing charge	Up to 10 tons: Passenger € 147.50 / ton € 156.48 / ton
	From 10 to 45 tons: Passenger € 14.02 / ton € 14.88 / ton
	From 45 to 150 tons: Passenger € 11.89 / ton € 12.63 per ton
	Over 150 tons: Passenger € 9.53 / ton € 10.11 / ton
Parking charge	Passenger between 0600 and 2200: first 45 minutes: € 0.20 / 45 min / ton further minutes: € 0.01 / minute / ton (less than 30 minutes free of charge)
	Cargo between 0600 and 2200: € 0.295 / hour / ton (less than 3 hours free of charge)
	Between 2200 and 0600: Free of charge
Passenger service charge	€ 29.40 / € 30.88 departing passenger at T2
	€ 7.66 / transferring passenger
	€ 43.60 / departing passenger at the GAT terminal
PRM charge	€ 0.22 / departing passenger
Security charge	€ 5.81 / departing or transferring passenger
Infrastructure charge	None
Noise charge	Built into the landing / passenger service fee based on the chosen passenger service charge.
Deep sleep charge	M = A * P * K * (1 - discount%) A = basic charge P = runway direction K = category multiplier

	Vienna (valid from 1 January 2025)
Landing charge	From 5 to 45 tons: Passenger € 275.41 Cargo € 351.62
	Over 45 tons: Passenger € 275.41 + € 7.52 / ton Cargo € 351.62 + € 7.92 / ton
Parking charge	Determined as a percentage of the landing charge (free of charge for the first four hours)

	rate: 15 %
Noise charge	H = G – W
	W (compensation value) = Σ G of all movements in the given period / Σ of all movements in the given period
	G (noise charge before compensation with the definition of noise quality) G = (F + Y) - Bonification
	Bonification technical equipment: 15% bonus from noise charge for landing and for take off is deducted Bonification CURVED APPROACH: 15% bonus from noise charge for landing is deducted
	Y (noise charge quality) If C < 1, then Y = € 1000 If C > 1, then Y = € 500 / C
	C (deviation from prescribed noise level) C = ICAO (noise value) – AC certificate (noise value)
	F (noise charge before compensation without the definition of noise quality) F = (A – X) * U
	A (noise value of aircraft) $A = 10 * LOG ((10^{(K/10)} + 10^{(L/10)} + 10^{(M/10)})/3)$
	X (noise value limit) 81
	U (basic charge / piece) € 1.00
Passenger service charge	€ 21.48 / departing passenger
	€ 23.47 / departing passenger including PRM and infrastructure charges
Infrastructure charge "passenger"	€ 1.13 / departing passenger
Infrastructure charge "fueling"	€ 3.92 / cubic meter fuel
PRM charge	€ 0.86 / departing passenger
Security charge	€ 10.75 / departing passenger
	€ 10.75 / transfer passenger

	Prague (valid from 31 March 2024)
Landing charge:	Up to 5t MTOW CZK 1 110
	6-9t MTOW CZK 2 220
	10-24t MTOW CZK 2 273 + (MTOW – 9t) x CZK 225
	25-49t MTOW CZK 5 689 + (MTOW – 24t) x CZK 195
	50-100t MTOW CZK 10 575 + (MTOW – 49t) x CZK 186
	above 100t MTOW CZK 20 070 + (MTOW – 100t) x CZK 99
Parking charge	External stand: CZK 0.27/ton/minute between 06:00-22:00 CZK 0.17/ton/minute between 22:00-06:00

	By passenger boarding bridge: CZK 0.29/ton/minute between 06:00-22:00 CZK 0.18/ton/ minute between 22:00-06:00
Noise charge	Varies with noise categories between CZK 1 and CZK 64 / ton MTOW during daytime and CZK 1 and CZK 72 / ton MTOW at nighttime.
Passenger service charge	CZK 682 / departing passenger on Terminal 1-2 and CZK 1100 / departing passenger on Terminal 3
	CZK 341 / transferring passenger on Terminal 1-2 and CZK 550 / departing passenger on Terminal 3
PRM charge	CZK 15 / departing and transferring passenger
Security charge	None
Infrastructure charge	None
Bus charges	First 30 min CZK 665 Each additional 10 min CZK 665
Use of passenger boarding bridge charges	CZK 2 910 for PB Bridge for aircraft <100 t MTOW / max 120 min
	CZK 5 440 for PB Bridge for aircraft ≥100 t MTOW / max 180 min incl. AC/Heating
	CZK 405 AC/Heating Charge for aircraft <100 t MTOW

	Belgrade (valid from 1 May 2024)
Landing charge	up to 25 tons € 6.55 / ton
	over 25 tons: € 8.85 / ton
Parking charge	Remote position € 0.18 / ton / hour
	Use of passenger boarding bridge “5 minutes interval” EUR per MTOW: 24 – 35 tons € 14.60 38 – 48 tons € 16.30 48 – 60 tons € 18.10 60 – 70 tons € 15.30 70 – 80 tons € 17.70 80 – 90 tons € 19.30 90 – 150 tons € 22.20 150 – 180 tons € 14.50 180 – 210 tons € 14.50 210 – 260 tons € 21.30 Over 260 tons € 26.80
Lighting charge	Up to 25 tons € 2.07 / ton
	Over 25 tons: € 2.83 / ton
Passenger service charge	Terminal 1 & 2 International passenger: € 20.18 / departing passenger Domestic passenger: € 8.71 / departing passenger Transfer passenger: € 4.10 / transfer passenger
Security charge	€ 4.48 / departing passenger

CUTE charge	€ 0.77 / departing passenger
Infrastructure charge	Up to 5 tons € 19.54 5 – 10 tons € 42.58 10 – 16 tons € 113.98 16 – 24 tons € 201.16 24 – 35 tons € 262.68 35 – 48 tons € 282.77 48 – 60 tons € 303.46 60 – 70 tons € 355.37 70 – 80 tons € 392.39 80 – 90 tons € 428.25 90 – 150 tons € 510.46 150 – 180 tons € 664.40 180 – 210 tons € 843.12 210 – 260 tons € 1083.04 Over 260 tons € 1368.76

	Bratislava (valid from 31 March 2024)
Landing charge	Domestic: € 6.96 / ton
	International: Up to 150t € 17.74 / ton 151 – 250t € 12.57 / ton Over 250t € 8.99 / ton
Parking charge	Cargo: Up to 2 hours free of charge 2 to 12 hours € 0.41 / ton / hour Over 12 hours € 0.10 / ton / hour
	Passenger: Up to 1 hour free of charge Over 1 hour € 0.41 / ton / hour
Passenger service charge	International passenger: € 22.01 / departing passenger
	International transfer passenger: € 8.54 / transfer passenger
	Domestic passenger: 50% of international departing passenger € 11.00 / departing passenger
	Domestic transfer passenger: 50% of domestic departing passenger € 4.26 / transfer passenger
Security charge	None
Infrastructure charge	None
Noise charge	None

Bratislava charges does not contain VAT, VAT will be charged under effective legal norms of the Slovak Republic.

The term “per ton” or “/ ton” refers to each ton of the maximum takeoff weight (MTOW) (even if the last ton is incomplete).

Annex XIII.

Financial overview and forecast

XIII.1 Analysis of the revenue and cost allocation between regulated and non-regulated services

The BUD group generated revenues of 494.7 million EUR in 2023, of which 226.6 million EUR is from aviation-related charges and regulated services.

	2023		
000 EUR	Total	PAX	CARGO
Revenues	**494,670**		
Aviation revenues	**226,574**	**220,868**	**5,706**
Landing fee - weight component	47,817	42,754	5,062
Landing fee - noise component	0	0	0
Aircraft parking	4,718	3,986	732
BHS	2,696	2,696	0
Public incentives	-6,384	-6,296	-88
Passenger service charge	168,810	168,810	
Check-in	2,909	2,909	
Other aviation revenues	6,009	6,009	
Non-aviation revenues	**260,905**		
Fuel Supply revenues	155,222		
Real estate	37,424		
Retail & advertisement	45,709		
Landside services	18,148		
Other non-aviation revenues	4,402		
Other non-financial revenues	**1,466**		
Financial revenues	**5,725**		
Expenditure	**416,231**		
Aviation	**161,967**	**157,888**	**4,079**
Materials	34,103	33,244	859
Personnel expenditure	40,142	39,131	1,011
Depreciation	17,683	17,238	445
Financial expenditure	57,375	55,930	1,445
Other expenditure	12,664	12,345	319
Non-aviation	**254,264**		
Materials	181,063		
Personnel expenditure	9,930		
Depreciation	14,235		
Financial expenditure	42,470		
Other expenditure	6,566		
EBT	**78,439**		
Aviation EBT	**64,607**	**62,980**	**1,627**
Non-Aviation EBT	**13,832**		

Note: Audited data, BUD group (AHK consolidated) IFRS

During the same period, the BUD group's costs amounted to 416.2 million EUR, of which 162.0 million EUR is linked to aviation-related regulated services.

The financial results of the BUD group's aviation business unit for 2023 show a 64.6 million EUR profit.

XIII.2 The valuation of capital deposited with a view to providing regulated services

Budapest Airport Zrt. began its activities on 1 January 2002. It received its assets required for airport and other commercial activities from MNV for asset management. These were entered into accounting records at values determined by an independent value appraiser. The independent expert also defined the net value, the useful life cycle and the residual value of these assets.

At the time of privatization, on 22 December 2005, the Airport's fixed assets were subjected to an independent valuation prepared according to international financial reporting standards (IFRS).

XIII.3 Implemented investments in the previous period

From the investment forecast included in the previous Tariff Manual, the following investments were implemented in 2023-2024:

- Terminal refurbishment works aimed at passenger satisfaction, for instance kids' playgrounds, silent boxes, new family room and new sensory room
- T2A baggage reclaim hall development (in phases)
- Cargo City logistics center and existing apron extension
- Continuation of apron, runway and taxiway refurbishments
- Electric chargers for plug-in hybrid and electrical cars
- Construction of new - and asphalting of existing gravel staff parking at T2
- Parking system upgrade
  Further investments related to capacity extension and infrastructure development.

XIII.4 Operating cost and efficiency forecasts relating to the Regulated Activities

In addition to ensuring the conditions of continuous operation and implementing investments necessary to develop operation, Budapest Airport Zrt. took the following steps in order to increase efficiency, which it plans to continue going forward:

- Check-in capacity expansion, extension of Bagomats and Tagomats for self-service passengers
- Continuous procurement of new security equipment, expanding the equipment park, testing of new security technologies
- Quality assurance, regular ISO audits, including the Armed Security Guard and the Polaroid Office
- Security awareness, labor and fire safety and compliance trainings for all employees of Budapest Airport
- Efforts and investments related to energy efficiency and sustainability
- Continuous IT developments, digitization steps
- Continuous replacement and modernization of mechanical systems and operational infrastructure, with the aim of introducing more cost-effective systems.

The main aim of these efficiency improvement measures and developments is to achieve a faster passenger traffic flow, reduce waiting times, enhance security / safety, increase service quality, increase capacities, cost-effectiveness and sustainability.

In line with the shareholders' guidelines, Budapest Airport Zrt. intends to take further steps to increase the efficiency of the Airport, whilst maintaining and improving the quality of the operational services provided.

XIII.5 Forecasts for aviation-related capex projects to be implemented during the next forecasting period, including indicative schedules for the execution of individual projects

The following tables summarize the estimated values for the aviation-related capex and heavy maintenance projects (of aprons, runways, taxiways) of Budapest Airport Zrt. in 2025:

CAPEX projects (EUR m) – aviation-related CAPEX	2025
Total	**36.5**

Heavy maintenance (EUR m) – aviation-related	2025
Total	**10.5**

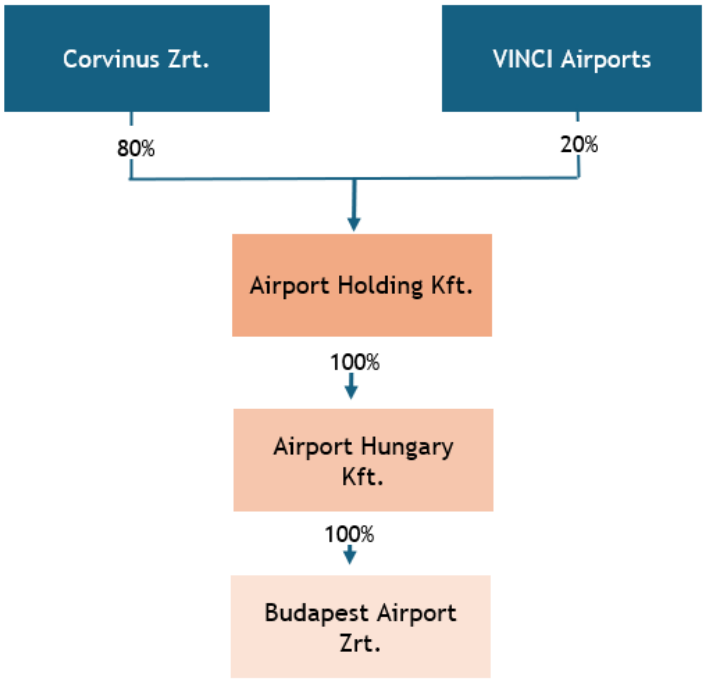
Budapest Airport Zrt. is planning to implement the following capacity expansion projects during the next year, in line with passenger traffic:

- The Terminal 3 (T3) development is a key element of the CAPEX plan to increase the capacity of the airport. Terminal 3 infrastructure-related construction enabling works started in 2024 and result in the first capacity additions of Terminal 3 opening in 2032.
- Terminal 2 enhancement projects to improve the capacity and peak throughput of the existing terminal
- Apron developments
- The continuous, pre-planned refurbishment and development of the runways and taxiways

In addition, projects focusing on the ongoing development and replacement of existing infrastructure are also included in the capex plan for the next year (for instance, upgrade/replacement of air traffic systems, development/enhancement of airport infrastructure).

XIII.6 Overview of the expected financing sources and capital structure of the Regulated Activities

The diagram below shows the company's ownership structure as of 6 June 2024.



Budapest Airport Zrt. wishes to finance Regulated Activities entirely from its revenues generated from the Regulated Activities and its capital expenditure from internal and external resources.

XIII.7 The method of the financing of ongoing capex projects

Budapest Airport Zrt. wishes to finance capex projects primarily from resources provided by financial institutions and its own aeronautical revenues.

Annex XIV.

The list of Non-Regulated Activities

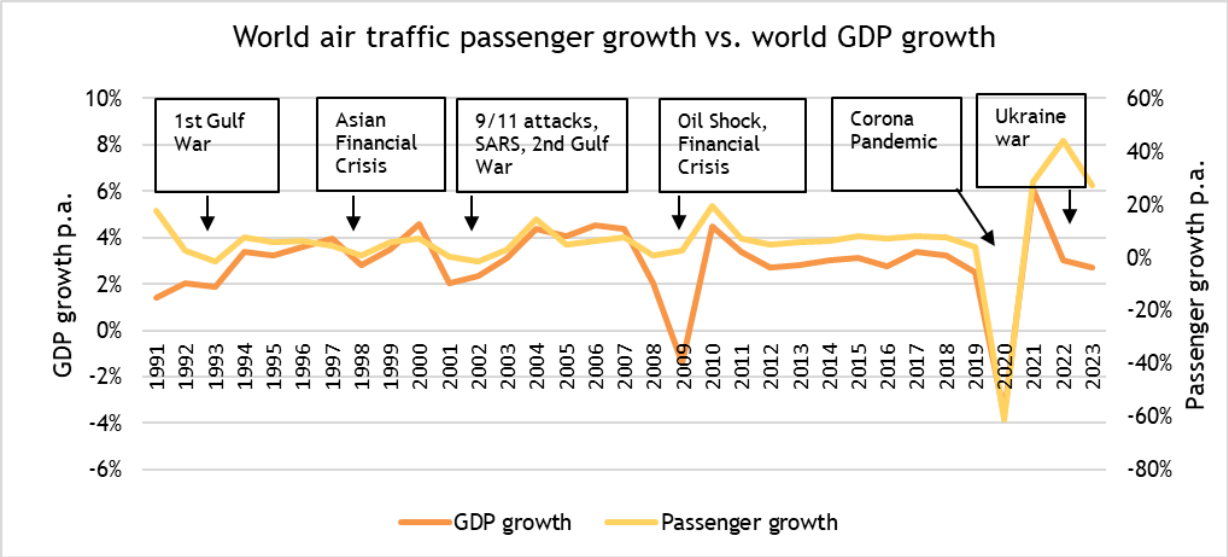
All activities, services and infrastructure provided by the airport operator not being listed as part of the regulated activities presented in Annex I. The list includes but is not limited to:

- Property leasing
- Utilities and waste management
- Sales of advertising surfaces
- Car park management
- Other traffic-related services
- Other terminal-related services
- IT services
- Fuel sales for road vehicles
- Occupational health services
- Other services

Annex XV

Market risks in the air transport sector

Global passenger traffic growth can be characterized by industry cycles that are driven by the economic environment. The concept of an industry cycle is largely based on the presumption that air traffic growth is driven by an expanding economy and that a recession will in turn have a negative impact. This can easily be seen in the close correlation between global GDP and air traffic development. In the past, GDP has always been the single most important indicator for the aviation industry's development. If the expected GDP growth is positive, the demand for air travel and the propensity to fly is expected to rise accordingly. A slowing economy in turn leads to stagnating markets, which, in terms of the aviation industry, usually recovered after a certain period to reach the level of onward growing markets.



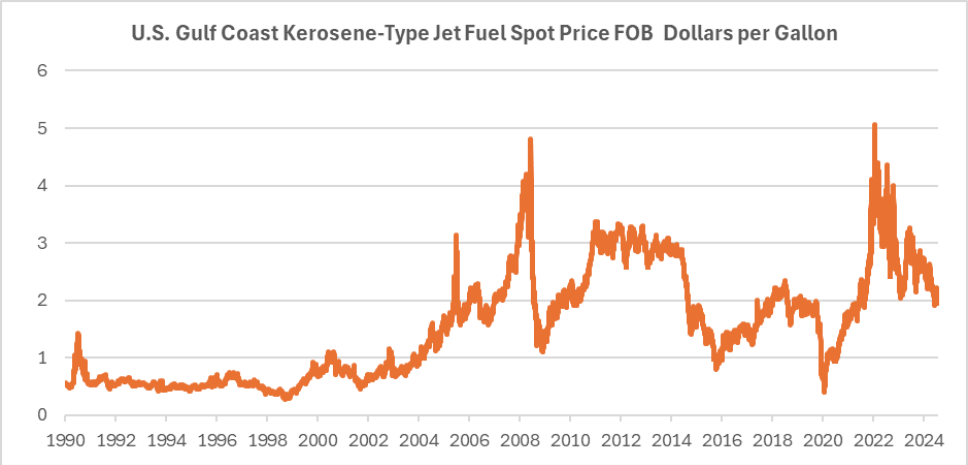
Source: The World Bank, Oxford Economics, ACI

While some of the crises can be expected – economic downturns, for example, have shown a certain regularity – others cannot be predicted at all. The events of September 11, 2001 had a significant impact on the global economy and the aviation sector in particular, leading to largely stagnating passenger numbers for the two succeeding years. Smaller crises like the SARS pandemic or the Icelandic volcanic ash cloud in 2010 had a more regional, yet still significant impact on growth rates.

Overall, during the last 40 years, global air travel showed strong and robust growth. However, traffic collapsed significantly in 2020, due to the appearance of the coronavirus. The drastic decrease in passenger traffic was observable all over the world; the global drop in passenger traffic was around 61% by the end of 2020, which meant the "disappearance" of nearly 2.4 billion aerial passengers.

The coronavirus pandemic presented an unprecedented challenge for the aviation industry; the busiest airports in Europe all registered a temporary traffic reduction of around 70-90% during the first phase the pandemic. Traffic volumes still continue to be detrimentally influenced by COVID-19 with only ~90% of 2019 passenger numbers being projected to be reached at Budapest Airport in 2023.

While the industry has not yet fully recovered from the COVID-19 pandemic, the wars in Ukraine and Israel create additional challenges for both airlines and airports. While direct route cancellations had only a limited impact on the industry, volatile energy prices and inflation have a detrimental impact on traffic growth. Lower disposable household income due to still high inflation might further reduce propensity to fly in 2025.



Source: US Energy Information Administration

Oil prices have been very volatile during the past few years. It has been exposed to numerous impacts, including, amongst others, conflicts in the Ukraine and Middle East, which had a strong impact on the price level.

Specific risks for airport operators

Whereas airlines are generally subject to the same market risks as airport operators, the latter must deal with a limited range of countermeasures being available to react to changing business conditions and volatile traffic. Nowadays, airports are subject to strong competition by other airports. According to a study by Copenhagen Economics, European citizens benefit from a well-established network of airports, giving more than 60% the choice between at least two major airports within a two-hour driving distance.

In contrast to the physically fixed nature of airports, airlines are capable of reacting to passenger downturns and shifts in passenger flows within a reasonable time, e.g. by partially reducing their fleets or reallocating capacities to more mature markets. About 15-20% of the routes at European airports are opened and closed each year, as airlines reallocate capacities to maximize their profitability. In particular, for the increasing market segment of low-cost carriers, the former barriers of switching costs no longer deter airlines from switching airports, as was also confirmed by the UK Competition Commission.

On the contrary, airport operators are usually only marginally able to reduce their fixed costs. In general, the economic fate of an airport is strongly linked to the economic and social growth of its region. Despite recurring traffic and economic downturns, airport operators are required to pre-finance long-term and strategic investments into aviation infrastructure. Hence, airport operators are always risking that business conditions change irretrievably before such investments have paid off. This risk is further increased as the majority of airport operators are still dependent on a single airline accounting for more than 40% of their capacity. As happened in the case of BUD, airports are hardly able to take countermeasures to react to sharp traffic decreases, as seen following the grounding of Malév. However, despite an imbalanced risk profile, airport expansion programs must ultimately be decoupled from single downturn events and are rather linked to the general

long-term economic growth of the region. Typically, airport operators need to act ahead of market trends to ensure that airport expansion programs are initiated in due time. Passenger traffic was increasing continuously over the past years, and forecasts for the next years also indicated further growth. This was stunted by the appearance of the coronavirus and the war in Ukraine, causing significant ongoing challenges for the airport industry. At the same time, airports must now make significant investments to reduce their carbon emission footprint and reach net zero targets.